The Hongkong Telegraph.

MAIL SUPPLEMENT.

(ESTABLISHED 1881.)

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CONTENTS.

BIRTHS.

On June 4, 1910, at Hankow, China, the wife of Dr. P. L. McAll, son ("Robert Kenneth.")

On May 31, 1910, at Foochow, China, to Mr. and Mrs. A. E. Collins, a son.

On June 10, 1910, at Shanghai, the wife of Captain H. Wavell, China Navigation Company, twin daughters.

DEATHS.

On June 4, 1910, at Shanghai, Kathleen Mary, infant daughter of Mr. and Mrs. G. Burton Sayer.

On June 4, 1910, at Shanghai, Eileen Louisa, the infant daughter of Mr. and Mrs. Lent; aged six months.

On May 10, 1910, at Berkeley, California, Lizzie Nelson, the beloved wife of Dr. John Fryer, formerly of the Kiangnan Arsenal, Shanghai, suddenly, of angina pectoris.

The Hongkong Telegraph.

MAIL SUPPLEMENT,
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, JUNE 18, 1910.

BLIND GUIDES.

(11th June.)

About one thousand six hundred years ago the Japanese began eagerly to learn many of the arts of civilization, including writing, from the Chinese. The latter gradually taught them their systems of philosophy and ethics, and with a start of a thousand years, it is not surprising that the Chinese were at that time by far the superiors of the Japanese in all that we call civilization. Chinese writing was at first the only kind known, but in the 9th century the kana, or writing derived from Chinese characters, and having phonetic values, was invented. Confucianism and Buddhism both came from China to Japan, and "Shintoism" as the English call it is really simply "Shen Tao" or "the way of the Spirit." The corruptions of modern Taoism disguise the truths now only hinted at but once realized in the ancient "Way," and the arduous obscurity of the most gloomily difficult of learned languages conceal what verities lie hid in the "remains of Lao Tzu," the aged infant. From immemorial antiquity therefore the Japanese have regarded China as the source of all sound knowledge and the original home of their civilization. The world-shaking changes of the nineteenth century have reversed the rôles to a strange extent, and in a manner unparalleled in the history of mankind. The sudden advances of Japan in those conveniences and mechanical improvements in which the European races have made such gigantic strides in less than five generations did not impress either the philosophic literates or the conservative *plebs* of China. Only when the embattled superiority of Japan, armed with death-dealing cannon, shattered the mediaevally equipped hordes of China, did the latter realize that the former teachers must become the taught, and that she must go to school to Japan. As usual, a bad beginning was made. First of all the Imperial Government sent a num- of young men to Japan to get a thoroughly modern education. It was supposed that with the innate superiority of everything Chinese, these youths could not fail rapidly to absorb all that was useful in the new Japanese methods, and that these together with the good old ways would replace China in her true position. The Japanese use of Chinese written characters and of Chinese literature and culture would be of great assistance to these students. Moreover, the cost of maintaining students in Japan was but a fraction of the great expense of sending them to Europe or America. In 1906 the old Literary Examinations were abolished, and "modern subjects" substituted in the competitions for literary degrees and Government offices. Some of those students who for the past few years had been studying in Japan were easily triumphant in contests of knowledge in which their home-trained competitors were beneath contempt. Of course this resulted in a general rush to Japanese schools and universities of all students who could either get sent by the Government or scrape the few necessary dollars together. Soon there were more than fourteen thousand Chinese students in Japan. Some of them were no doubt sincere and diligent men, but it is notorious that the vast majority were not bent on really acquiring knowledge at all, but went to Japan merely to obtain the name of being foreign educated students and the prospect of being given official employment. Large numbers of these only stayed six months in Japan, and as short a stay as only three months was not unknown. For the Japanese are not a nation of pure saints, and of course numbers of them, seeing a glorious chance of making money entered upon a course of educational speculation, and any number of establishments offered themselves as teachers and as "rapid guides to modern learning" for these Chinese candidates for certificates. Every kind of school came into being, all offering high sounding "graduates'" titles and "graduation" or "masters of arts" diplomas, and the like, after an improbably short course of study. Fees charged, and competition in obtaining or rather purchasing certificates and diplomas led to a rising market and at last a boom. Of course the fortunate scions of wealthy families, however ignorant and idle, could, after a brief and enjoyable visit to Tokio and an experience of its pleasures and amusements rather than of its seriously learned institutions, obtain by their command of money diplomas degrees which were the coveted prize worked for conscientiously through years of poverty by honest but penurious scholars. We say years, for in order to acquire honestly a good and solid education in Japan a Chinese would have to spend two years learning the Japanese language, and at least four years more for a man of genius and say five or six for an able man to acquire all the rest. Naturally a reaction set in, and the rush to Japan has been checked by many causes, notably by the Board of Education in Tokio which generously co-operated with the attempts of the Chinese Government to discourage the smatterer and the diploma-hunter. But grave mischief has been done. We ourselves have seen it, and we have exclusive information concerning some of the worst evils consequent on the state of affairs described. Provincial Governments, knowing no better, and perhaps not caring very much about the new-fangled learning and its, in Chinese literary eyes, shallow and contemptible worth, were not difficult to persuade to appoint Japanese headmasters and professors in Government schools, and under their influence to authorize the appointment of great numbers of returned Chinese students from Japan as teachers or "professors" or even "interpreters" to assist Japanese schoolmasters. The ridiculous and pitiful results are saddening to every serious student and to every sympathizer with the deserving class of patient toilers who handicapped by bitter poverty struggle to make industry and ability supply the ascending motor power of hard cash. The blind are leading the blind, and those who see clearly are being left in cold unemployment while the purblind are made guides of the people. The evil does, it is true, bring its own remedy with it, for returned students from Japan are beginning to be regarded with at least suspicion by those interested in advancing knowledge in the schools. They can no longer claim employment almost as a right. Why the Government of China sends any students to Japan at all is a long inquiry. We think that if a number of Chinese, after a severe course of school in China, are sent for a reasonably long and arduous practical course in Japan much good might be done. But all would depend on the interpretation placed by the Chinese on the words "reasonably long, arduous and practical."

THE BAND CONCERT.

(13th June.)

The band of the Buffs played from 9 p.m. to about eleven on Saturday night, in the beautiful gardens which are not the least of the "glories of Hongkong." Other bands, some as perfect in reproducing the musical sound of the poetic thought of men of genius as this band of the Buffs, in other gardens, some at least nearly as beautiful as these of Hongkong, were no doubt delighting other audiences far away, audiences no doubt nearly as appreciative as we were. Nearly, but we think hardly quite. For this is an innovation, an experiment. We have not in Hongkong as yet imitated our friends the French, or that most passionately music-loving people of all, the Portuguese, in having public band concerts as a matter of course as a necessary part of our lives, and not merely an occasional luxury. In Macao the countrymen of that sweet singer and exquisite soul the gentle and noble Camoens may twice a week stroll along the Avenida Vasco da Gama to the strains of soothing or inspiring music. We who without being "music mad" must have some lovely sound to make our ears at least sometimes, and for a little time, forget the horrid discords of all the voices that yell in defiance of the harmony of the spheres, were glad of last Saturday evening, glad of the loveliness of the matchless natural beauty of the night, glad of the velvet dark, bespangled with diamond lights and mellow with rosy tints. The flare of the lamps at the refreshment bar had to be avoided however. The bar was in no other way aggressive, and the servants moved noiselessly among the audience attending to expectant thirst—but the brilliance of the blazing light near the entrance was a fault. The Japanese lanterns were very effective; we hope they will be continued in future concerts. To criticise the music is quite unnecessary. An expert musician present found no fault with the Band of the Battalion of the East Kent Regiment, erewhile known as the 3rd Foot. A little might be added to, he said, but nothing taken away from, their performance. This was certainly the feeling of all who understood music and all who without knowing much about its technique, were "lovers of sweet sound." We revelled in the delicious scent of the flowers and foliage while the air was full of "Reminiscences of Scotland" or the heart throbs of the overture of Tannhauser. That part in the latter in which comes the refrain of the Pilgrim's Chorus was for us one of the most delightful moments of a delightful night. The proposed reduction of the entrance charge from one dollar to fifty cents is, we think, only reasonable. We hesitate to make rash suggestions, but if the expense of giving these concerts can only be met by an entrance fee, might there not be an arrangement of a kind similar to that existing in Hyde Park? Could not some seats be reserved for the "mighty," or the high and mighty, at say one dollar, and other parts be open at lower or at no prices at all to the rest of the residents who are at times glad to thank a good God for making gardens beautiful and for giving us ears to hear His voice in the harmony of His Creation and of man's inspiration of His spirit?

DRAGON-BOAT FESTIVAL.

On Saturday, the 5th day of the 5th month of the Chinese Calendar, was celebrated one of the most ancient, most quaintly curious and pathetic of commemorations. Two thousand three hundred and sixty years ago a monarch ruled whose wickedness excited the virtuous rebuke and reproaches of the sage minister Ch'u P'ing. Poet and patriot, he protested against the depravity of his sovereign, and attempted to save his suffering countrymen. His king was as deaf to him as the infamous Israelite king was deaf to the Prophet. The despairing Chinese sage, unable to help the people, and to continue to endure the sight of their misfortunes, cast himself into the river, where he sank never to rise again. Fishermen and boatmen innumerable sought to recover the body of one so loved and valued as he, but in vain. Losing hope of recovering his corporal remains at last, the fishermen threw into the water little packages of rice and other things believed to be necessary to the shadowy shell of man after he has undergone the change called Death. Every year they met together to vie with each other in searching for some of the mortal vestiges of the long mourned patriot who might have saved his country had he been spared by unkind Fate. Generation followed generation, until the search became a memory and at last a tradition. Yearly the boatmen equip long boats like the long canoes of the Maoris. Very narrow and flat bottomed, they are often over a hundred feet long, and sometimes seat more than sixty paddlers. We have seen a "Dragon boat" with seventy paddlers and six drum and gong beaters. The usual rythm of the beat of the drum is the dactyl; one long and two short, while in the swing of a race with other boats. The rythm increases in pace and the "long" beat disappears at the end, and a furious series of short beats succeeding each other with furious rapidity testifies to the ardour and energy of the crews. Just before beginning the beating, the gong strikes trochaic measure. It is most weird. Last Saturday some of the members of Government thought it worth while to go down to Aberdeen to witness the Dragon boats racing, and prizes were given to a few of the winners. We think that our officials have shown wisdom in doing this. The Chinese are far more appreciative of these things than people think, and to see the chief of the executive, the embodiment of Sovereign Power, lend the dignity of his presence and the grace of his patronage to a traditional festival of this kind, appeals with great force to the nobler and more accessible side of the Oriental imagination.

PUBLIC VEHICLES.

Our attention has been called to a possible source of infection and a certain source of grave inconvenience and annoyance. There are public ambulances for the conveyance of sick persons to hospital at all the Police Stations and at several other points in the Colony. It is not, however, always possible or convenient to obtain an ambulance in case of great emergency, and it often happens that a chair or a rickshaw is used instead to convey a patient. Now, of course, in every such instance the chair or rickshaw should be, and usually is, thoroughly cleaned and disinfected when the patient has been handed over to the Police Station, dispensary, or hospital. But it does sometimes happen that everybody's business is as usual scrupulously carried out by nobody whatever, and that a conveyance which has just been used for a patient suffering from no-matter-what may be light-heartedly carried away by its coolies and may ply for hire to persons who have the most serious objection to occupying a seat which has just been vacated by an individual afflicted by any disease, no matter what. The attention of the proper persons responsible for the protection of the public in this matter must be called to it, and increased vigilance should be exercised by those who have the duty of guarding the doors of establishments like hospitals whither anybody may be brought at any time suffering from anything.

HONGKONG AND HAIPHONG.

(14th June.)

Chambers of Commerce may be interested, and even excited; Associations, whether of China or elsewhere in Asia, may use the special knowledge taught by the experience and diligence of the most expert authorities on matters that would seem to affect the great trading community; "representations" may be made to Legations and even to Governments, and yet the stolid British public realises too late, always just a little too late, that great opportunities have been overlooked and the occasion has slipped by. Booms come and go; they are sometimes thrust upon us, like the Rubber mania, which is still going and has caused not a few to be "gone" altogether. "I wish," said a successful business man the other day, "I wish I could find a new field for energy where without compromising my interests in Hongkong, I could risk and win." When we lamely faltered through a few remarks about the future of China and the chances of the Philippine Islands under standard republican combinations, he nearly said bad words. He was, we think, abusive, and not only of us. He said, in other words, that many objections were to be made against combines of any kind, and that "he did not trust any adjective trust." What he really wanted, he said, was to find an outlet, a new market in fact. Perhaps some clever business men will in time discover that our neighbours the French, (though for some mysterious reason they are not supposed to be in the first flight of successful finance, whatever they may be in aviation), are really not by any means such duffers as we thought them. We are always saying "Bless you, the poor dear French don't know how to colonize; they only know how to run a Moulin Rouge or a dozen Government offices at loggerheads with each other and at a frightful loss." And yet the fact is that the French are now running some remarkably big concerns at a remarkably big, indeed even a gorgeous, profit. The profit would be gorgeously gorgeous if there were more Frenchmen who were willing to use the logical and practical brains with which they are by nature endowed. But too many of them, while not sinning as our merchants do, by being too "haw-demmy!" and contemptuous of other people's ideas, are liable to lose just as much by their timidity and distrust of themselves. These faults have been diminishing *à vue d'œil* among the able and energetic French "colonists" of Indo-China. The Hanoi Chamber of Commerce is an important body of business men. This may not be news to a few, we are quite sure it is news to at least a few, of our merchants. *Sapientibus verbum.* Has nobody noticed the keenness of these Frenchmen to run a fast mail-service from Haiphong via Hongkong?

DEPORTEES FOR HONGKONG.

It would appear that if Hongkong is to be called upon to deal with the ever-increasing number of Chinese undesirables who are deported periodically from the Dutch East Indies, French Indo-China, the Straits Settlements and the Federated Malay States, the Colony will find itself under the painful necessity soon of establishing a Deportees' Reception Department somewhat similar to that which is presided over by the Registrar-General in Hongkong or by the Protector of Chinese in Singapore or Penang. Almost every coasting steamer entering our port from the south brings its quota of undesirables. The majority of these unfortunates are broken-down, maimed or otherwise unsuited for the strenuous toil of the Equatorial timber tracts, the plantations or the mines; but a good many of them, on the other hand, are hardened criminals who are deportees in the full meaning of the term—bad and turbulent characters who have known the rigours of prison and whom the authorities of the countries they have cast their unsavoury lot in are glad to see depart. Within the last three or four days we have had batches of undesirables landing in Hongkong from Saigon, from Singapore and from the Dutch Islands. The consignment from the Holland possessions numbered close on 200. Then such a body of men has to be looked after and allocated to the various districts from which they originally were recruited, it, as may be easily imagined, entails trying and unremitting labour on the part of those Police officials upon whom the burden falls, for besides seeing that each individual is sent back to his native district they have also to differentiate between the sheep and the goats—the hardened criminal and the inoffensive, decrepit, time-expired and labour-broken coolie—so that the former's record of character and misdeeds may be docketed and put away for future reference should he at any time evince a desire to inflict his presence upon the community which has sent him back to the place whence he came. One cannot but feel that it is rather hard upon Hongkong that we should have to bear so large a share of the brunt in connection with this most unsavoury side of the coolie immigration traffic. As has been already mentioned, the number of deportees appears to be on the increase from year to year. Already a building had had to be erected at Kowloon to accommodate them during their temporary detention in the Colony awaiting steamer connections and with very little stretch of the imagination one can foresee a provision in the Colonial Estimates at no distant date for the upkeep of a Deportees' Department.

THE OPIUM MONOPOLY.

(15th June.)

The light-hearted sense of humour which enables a certain type of mind gaily to admit moral infamy as a not inexcusable price to pay for practical success in life was well seen in the late Count Ignatieff, prince of those who are sent abroad to lie for their country. "Yes," he would say, when confronted with a particularly flagrant misstatement of his own, "it's quite true that I tell lies, it's hereditary. My father was a much grander liar than I am." We have read an apology for a certain Chinese statesman who used his opportunities advantageously, which maintained that if a hopeless government in a hopeless world could not manage to provide for an old man blessed or cursed with a long weak family all born with expensive tastes, an old man too who had for more than forty years spent all his energies and had lost most of his fortune and very nearly his life also in trying to save that hopeless government in a hopeless world, then really the poor old gentleman could not be blamed for using his few remaining years in providing for himself and his long weak family. *Mutatis mutandis* this is the spirit of almost every excuse made for what Europeans call corrupt practices in China. The magnificent impudence of the exception would appeal to our sense of humour if it did not involve the loss to this Colony of fifty million dollars worth of trade in one commodity alone, and probably half again as much to contingent interests directly affected by it. When the British Nation, being in our opinion forgotten by its tutelary deity, decided to place the interests of the British Empire at large into the hands of the little Englanders, the don't Keir-Hardies, the Winston Churchills, Asquiths and, it now appears only too probable, the Redmonds and other anarchical forces, the great demand for votes caused their purchase by a method hitherto not utterly unknown on the Eastern side of the Atlantic amid Anglo-Saxons, but hitherto far less open and avowed. No money was paid to the voter. Not a drink of beer was paid as a bribe. But the uninstructed and excitable conscience of a religious people was stimulated by flattering promises of the undying praise of future history in describing a generation which had proposed to abolish vice from its midst, and whilst hoping one day to free the British Isles from the curse of drink, had actually delivered the distant Seres from the horrors of opium. That the price of this alleged deliverance was the loss of millions of absolutely necessary funds to our Indian fellow-subjects, and that our duties in the task of governing India were hampered or made impossible, were matters of no moment to those who used the solemn language of the pulpit in persuading the people to trust them with the powers of good and evil. To strangle a Government's revenue in the night time by a device called the Awakening of the Public Conscience, and to lull a nation of business men to sleep by a drug called Reform may be a triumph of deliberate, skilful, unscrupulous electioneering. To ruin thousands of cultivators and to wreck the work of a benevolent agricultural department may be called a necessary price to pay for the privilege of being ruled by doctrinaires and Socialists. To rob a prosperous Colony of her trade and to inflict irreparable damage on her most vital business interests, and her banking, her shipping and her transport, may be called a triumph of successful Liberal Government. Hongkong is face to face with no less. Two months ago we warned our readers of what the opium monopoly with its breach of Treaty meant. We reverted to the subject again and yet again, but only now does there seem to be some hope that a general stand will be made, insisting that the Home Government shall support the Indian Government in enforcing rigid adherence to Treaty and to the opium agreement. When Great Britain consented to sacrifice Indian interests, and incidentally many others, including those of this Colony and the Straits, to gratify nominally the Government of China in the sacred cause of Reform, but really other and on both sides sordid hopes, a limit of ten years was fixed and agreed on, during which India should devise means for compensating herself for a dead loss spread over that period. Nothing can be clearer than that in agreeing to the yearly diminution of the Indian opium import by ten per cent the British Government did not intend that during ten years that trade should continue under the conditions and regulations then in force and should be subjected to no other impositions or restrictions whatever. No Treaty rights were abandoned, and it was distinctly understood as a vital condition that China should also *pari passu* decrease the production of native opium by ten per cent. Now in the face of conflicting evidence as to the performance by the Chinese of their promises and the truth of their attestations in this matter, we have a series of determined attempts on their part to evade or abolish their obligations, and to revive a tax which long before the proposed "Reform" and "Opium abolition" had been instituted avowedly for purposes of revenue, and not at all with a view to reducing the consumption of opium. For nothing can be clearer than this point—the so-called prepared opium licence was admittedly originated years ago as a money-making concern, in which no idea of reform ever entered. The monopoly of course was soon found to be a necessary part of any successful working of the scheme, and in other Provinces monopolists competed keenly against each other in endeavouring to farm this exceedingly profitable business. In certain other provinces the local Chambers of Commerce were duly subsidised, the right officials were duly bribed, and more than one Viceroy viewed with deep gratification a substantial increase in his income. But British Consuls are usually indisposed to regard breaches of Treaty with sympathy. They sternly upheld the rights of British traders and the stipulations of Treaty. Afterwards, when the disingenuous cry of Reform and Abolition was raised in order to disguise sheer money making enterprise, British Consuls still protected the interests committed to their charge. Now in Canton a Consul-General has been found who we hope will long be remembered as the one who viewed his duty otherwise. The Chinese monopolists have secured the stock in Canton; they can calmly await developments and command the market from here to the North. The next auctions in Calcutta will not find eager buyers in merchants who stand to lose millions on their stock already in hand, and yet they will be driven to buy, forcing the Indian price up, lest some enterprising speculator whirls in and buys cheap. In the latter case the opium sold subsequently to the Chinese monopolists would pay additional taxes—this we absolutely know for a fact admitted by the monopolists—and those firms whose stock is now unsaleable, stock which they bought from the Indian Government at a high price, on the faith of the British Government rigidly to adhere to and enforce existing agreements, will find themselves forced to accept whatever the monopolists choose to offer them. We cannot see how the British Government can evade its clear duty to carry out the agreements. Ten years were agreed on, and we must declare that if by that time no native opium is consumed in China we shall not be backward in consoling our crippled revenue-offices and retired merchants (not forgetting a few million poor peasants in India) on no Indian opium being consumed in an Empire whose officials are now-a-days so able as to hypnotise even British Consul-General into tamely and even cheerfully submitting to breaches of Treaty and into willingly surrendering every advantage secured by the ability and industry of their predecessors.

OUR LOST OPPORTUNITIES.

(16th June.)

What a mania some British people have for collecting white elephants! And how fortunate it is that some of those whose duty it is to see that dear John Bull and his family don't hurt themselves or come to hopeless grief with unmanageable pets, are sensible enough to persuade or laugh him out of adding an unreasonable number to his unwieldy collection! We remember many projects which time and better knowledge have discouraged. It is no hurt to our argument that the Kowloon to Canton Railway is beginning to live down former aspersions on its good name. It is too soon to call it Hongkong's long hoped for darling, and it would be unjust to forecast a future in which it should turn out a prodigal. It must be admitted to have been an expensive darling so far, and to have deserved the anxiety still felt that it should speedily begin to earn its own living. With the experience of this enterprise before our eyes we need not turn them into any other direction when seeking for a horrible example wherewith to point a moral for the correction of certain mis-informers of the public. No really formidable engineering difficulties blocked the advance and defied the labours of the constructors of the British railway from here to Chinese territory. No serious doubt exists in the minds of many experienced business men that the volume of traffic on the railway may be counted on to recoup in a not heart breakingly unreasonable length of time, at least a substantial part of the vast sum spent on it. Still, the expenses have been enormous, and the trade is still *in futuro*. If this is our experience with such a comparatively trifling undertaking as this short line of railway, what must be the feelings of the promoters of the Tongking-Yünnan railway? That gigantic work is now practically complete, and is earning the gratitude of travellers whom duty or curiosity attract to that uncomfortable province, though we have not yet heard of its earning anything more substantial. All its profits are also [illegible] —and we, in our confident [illegible] can see great advantages [illegible] merce, especially the interest [illegible] and French trade, which will [illegible] delayed in [illegible]

evident. Far from grudging the French whatever profit to them their railway may bring, we may be heartily, and we are happy to say not unselfishly glad of them. Why not unselfishly? Because of course we here shall gain enormously. A prosperous neighbour is just what we want. We want him and we want his reciprocity in business. The French are not anything like as bad as we were accustomed to see them painted a few years ago. They are far from being a nation of spendthrift fire-eating soldiers, seeking for territories to conquer and loot. There is much profit, yea verily, many shekels of silver, if not of gold, to be obtained by doing business with these very worthy men of Tongking. Sentimentality always has much to deplore in this disappointing world, and therefore Sentimentality must bewail the lost ideal of a beautiful Burma-China railway tapping the boundless resources of Yün-nan and Szech'uan, and providing an unlimited outlet for our Indian trade. That slight knowledge of geography which nobody ever gets at school but which comes to one afterwards in odd bits by looking at maps in one's office or by intelligently remembering paragraphs in the newspaper, is apt to mislead quite the cleverest of us sometimes. On the map a railway from Burma into Yünnan looks very practicable. Already the frontier is approached on two points, widely apart, by British lines. Why not, it is said, join Bhamo to T'eng-yüeh, "and show the French what's what"? The answer to be given is only that which one has to give to an intelligent fourth form schoolboy. "Because you're a donkey." This is not an apparently logical answer, but it is a perfectly good one. The journalist who in some financial paper at Home bursts into tearful inky floods over "our lost opportunities" in Yün-nan is simply ignorant of his subject. Obstinacy, or earnest youth with an axe to grind, may from time to time revive this childish dream of a British railway into Yun-nan Province. Of course, if particularly valuable deposits of some mineral much in demand, say gold, were discovered in Western Yun-nan, and if the Chinese Government or whatever Government may be ruling China in a period so improbable, were to agree to such conditions as might make it profitable, a railroad might be built by skilled engineers provided with unlimited money, and by "piercing half-a-dozen Mont Cenis tunnels and erecting a few Menai bridges." We quote from memory, but it was the late E. C. Baber who said of this country where uninstructed persons bemoan our "losing opportunities" by not building railways, that the Yun-nan trade route was "the worst possible route with the least conceivable trade." It is simply appalling. Huge ridges of mountains at right angles to the route, with every kind of disgusting difficulty, bad soil, bad everything. The prospect would delight a young and ambitious engineer backed by unlimited capital paid up by generous shareholders. In some places the ground splits vertically and huge flakes of earth, carrying the path with them, peel away into a precipice. From Bhamo to T'eng-yüeh, indeed, a good cart road might and ought to be constructed. It has been made already, more or less, more on the British side, less on the Chinese. The trade is local. T'eng-yüeh will always be the distributing centre for that part of the country, but it is separated from Yung-ch'ang, the first important town on the north-eastward road, by well nigh incredibly difficult country. The floor of one valley, that of the Salween, is 2,670 feet below sea level. We need not describe this country of disease and gloom. The least imaginative and sturdiest travellers have retained unhappy impressions of it. It has been called the Valley of Death. It is that indeed. But after painfully descending into the deepest valleys, and crossing mountain passes 7,000 feet above sea level, the trader on arriving at Yung Ch'ang Fu finds that he has no market there. What Baber wrote long ago is true still, and indeed more true than ever now, since the Yün-nan opium troubles began. The trader must struggle on to Tali, where if he has managed to bring a few mule loads of peddlery he may perhaps sell at a sufficient profit to pay the expenses of his long, arduous and costly journey. As for pressing on to Yün-nan Fu, foreign manufactures can be brought thither with far greater ease and rapidity from the West. To talk there of "our lost opportunities in our not building a railway which would cost per mile any sum within the experience of any Alpine or Trans-Canadian or Andean railway engineer, is really to talk nonsense. Moreover, the commerce is very small, and though it may increase, it will hardly deserve the name of anything more than local trade. Our really "lost opportunities" occurred long ago. We, of course, not the French, ought to have annexed Tongking and Cochin-China and Annam—and while we were about it, we might have included Siam, and indeed all China as well, in order "to make a good job of it." "Lost opportunities!"

BRITISH INSURANCE IN TONGKING.

One of the defects of the Latin mind is that it always goes to extremes. The matter-of-fact English love compromise. The French, who certainly do learn by past experience, are beginning to realize that many of their former regulations and laws are out of date, and being in reality in restraint of trade, are as inimical to French as they are to other foreign interests. They are usually "slow at the uptake" and seeing that a certain course of action is as unprofitable to themselves as it is oppressive to others they are not slow to move with the times. In 1909 certain laws were made affecting Life Insurance Companies belonging to Foreign Nationalities, doing business in French territories. With a view to safeguarding the interests of the insured the laws were made almost impossibly strict. British insurance companies were expected to tie up large capital sums as "guarantees" and other difficult and oppressive rules were laid down. In 1907 the Government of Indo-China began to enforce these regulations, and the China Mutual Insurance Co. suffered under them so badly that it was at last decided to withdraw the agency from the French Colonies here, and to cease to underwrite new risks. After receiving a petition from the agent of the Company, however, protesting against the uselessness and restrictiveness of the rules, the Chamber of Commerce at Hanoi, after giving the matter its most serious consideration, has, on being consulted by the Government, recommended that the regulations objected to can well be dispensed with without at all endangering the interests of the insured.

FROM CHINA TO PERU.

(17th June.)

There must be quite a number of people still living in this Colony who can remember the little matter of the *Hu scar* and the *Shah*. At the time when it happened it was a big matter, and created a great sensation. The world has moved so fast since then that to excite real interest in the public an ordinary act of piracy or war is tamely insufficient, and requires more than a mere dozen lives lost, or the paralysis of a whole trade by the tearing up of a Treaty. Nowadays people need the holocausts of Liao-yang and Port Arthur, or the shambles of Tsu-shima to awaken their languid attention. Our youth was content with less. When Señor Don Nicolás de Piérola, husband of the prettiest lady of her race in either Old or New Spain, and himself the handsomest, gayest and most daring of all the fiery blooded young descendants of the conquistadores in Peru, grew tired of leading a godly, righteous and sober life in Lima, and ran away with the ironclad battleship *Huascar*, he realized the glorious dream of ardent youth not only in Spanish lands but wherever British boys read British tales of adventure. He was proclaimed not merely a rebel but a pirate, and all the Navies of the World were invited to assist in the taking, burning, sinking, or otherwise "spifficating" or destroying the giddy seabandit's ironclad terror of the for some few previous years pacific coasts of sub-equatorial South America. The *Huascar* was a small, but for those days powerful ship. She was armoured; her turret was 5½ inches thick, and carried two heavy Armstrong guns. She had a subsidiary armament also which then could be formidable against a ship unprovided with protective plates. Don Nicolás merrily "boiled up" several towns and lots of ships, but he made one bad mistake. He stopped on the high seas two ships belonging to the Navigation Company which carried the mails, and oh, far more than any mails, the British Flag. In those days the British Flag really was more than a bit of coloured bunting with crosses on it. The Republic of Peru had declared that it was not responsible for the acts of the *Huascar*, or of the frivolous young pirate who owned her; Great Britain's Navy in Pacific waters woke up rubbing its eyes on being told that British ships had been interfered with on the high seas "while *We* were so near, too!" Admiral de Horsey did not snort. Admirals never do that. But he took H.M.S. *Shah* and H.M.S. *Amethyst* down the coast, in a fine rage, vowing that he didn't care how much armour the pirate carried, and that he and his unarmoured ships would capture him fast enough. Well, we know he didn't. The *Huascar* put up a good fight against the British ships, or rather against the *Shah*, for the *Amethyst* was practically out of it. The *Shah* had better guns, her two 9-inch guns and eight 64 pounders were well manned, and never letting the *Huascar* get near enough to ram, the *Shah* fighting savagely from three in the afternoon until evening, had done enough damage to the pirate to claim victory. But Don Nicolás Piérola's ship was not inclined to meet an angry British Admiral with theories about summary treatment of persons who deal otherwise than with great politeness towards British ships on the high seas. It must be remembered that those were the days before Radical Governments, before little-Englandism, before the British Empire had to be bought all over again and paid for at all sorts of places like Omdurman and Spinkop. Don Nicolás and his men were really brave, but they couldn't fight without time to refit and recoal; so the *Huascar* went "up stick and away" to Callao and surrendered to Captain Moore, if we remember right, of the Peruvian Navy, who afterwards fell on the deck of the *Huascar* in her last despairing gallant battle against the Chilians some years later. Now who would have thought it? The Peruvians did not hang Don Nicolás. True, they intended to shoot him, but with regret, as one who had stood up to a British Admiral and had made a remarkably good fight of it. Piérola, as we mentioned above, was of good blood. He escaped, and here is the most *Chinese* part of the whole business. He survived to fight for his country in a truly admirable manner against the Chilians—if he had had a little more money and a few officers to help him, men like Grau and Bolognesi, he would have changed history—and in 1895 he became President of Peru. Here he begins to command the attention of not only writers of memoirs, but those of the history of nations. His first act was utterly to reform the finances and the currency. He gave to Peru the blessing, the inestimable blessing, because it can be estimated by solid weight in £. s. d., of a gold standard. Everyone who has done business with Peru remembers that lonely coin the "sol," which like the Mexican dollar always seemed to diminish in value the more you made of them, and also, paradoxical as it may sound, to dwindle down to nearly nothing when you were hard up. That miserable "sol," thanks to the genius, ability and honesty of the ex-pirate is now a much nicer coin to earn than the Mexican dollar. There are ten "sols" to the Peruvian gold pound, which is the monetary unit, consisting of a gold coin the diameter of which is 22 millimeters with the weight of 7 grammes 988 milligrammes and a fineness of 0.916 2/3 millesimals. It exactly equals the English sovereign, which was made legal tender in Peru in 1897. Later the Peruvian mints have coined a half-pound and a small two sol coin of the same fineness. In Peru gold pounds or English sovereigns circulate to-day at par with the silver currency. Small transactions continue as ever to use silver and copper as the circulating medium. Any fluctuation in the rate of Exchange on London ever since 1897 has always been round 24 pence to the sol, or the "gold point" of the sol, and has invariably been in proportion to the actual expense arising from the transport in bulk of large funds from one commercial centre to another. Peru would have continued in the isolation in which the silver standard kept it as regards foreign capital. If it had not made a gold coin its monetary unit. The country absolutely needed capital for the exploitation of its natural wealth. We, wishing to verify the assertions of our informants concerning the extraordinary development now taking place in Peru, in the new railways over the Andes to the Amazon head waters and the forests of Napo and Marañon, and the enormous rubber trade from that region, have had the privilege of hearing the authentic facts from Señor Macedo, the Consul for the Republic of Peru in this Colony. He entirely reassures us as to the disputes with Ecuador and Colombia concerning frontiers. Mr. Knox is arbitrating, and *if he decides*, we may leave the question without anxiety. As to Chile, the outstanding difficulty about Tacna and Arica will not lead to war. Señor Macedo is very reticent, but of course diplomatic reticence forbids him to dilate on the recent negotiations. We are strongly of opinion that Peru has, of course, a perfect right to insist on the performance of Treaty stipulations in this matter. If Chile tore up the Treaty of Ancon without a single nation in all the world protesting against such an act of cruel and wanton violence? These two provinces were to be occupied by Chile for ten years only, and during that time the Peruvians and Chilians resident there should be under impartial government by Chilian law. The vast majority of decent people in those provinces are Peruvians. At the end of the ten years a "plebiscite" was to be held to decide which country was to keep Tacna and Arica. The winner was to pay the other the sum of one million pounds. The Peruvians are ready enough to pay, and we have it on the authority of (1) a banker, and (2) a gentleman very high in the diplomatic service of a European country, that Peru can afford the money now, large sum as it seems. Of course, the country wants peace, and given only that one boon will once more astonish the world with its vast wealth, the "riches of Peru." Chile used the pretext that in 1894, when the ten years had expired and the time for the plebiscite had come, that Peru was in a state of war. In 1898, in a time of flourishing quiet and returning confidence, perhaps Don Nicolás de Piérola was too sanguine in hoping for settlement. But now that tranquillity and order have distinguished the land of the Incas ever since he handed over office to Don José Pardo, (the son of that famous Don Manuel Pardo, whose death in 1878 was described by the "Times" as "an international calamity") and since that worthy son of a great father was succeeded by that able financier and strong upholder of Law, Dr. Leguia, the aggressiveness of Chile becomes a bullying assault on an attractive, diligent, and peaceful nation that is rapidly becoming the finest field for the investment of capital—not for mere speculation—in the world.

CANTON DAY BY DAY.

DRAGON BOAT FESTIVAL.

[*From Our Own Correspondent.*]

Canton, 13th June.

Saturday last being the Chinese Dragon Boat Festival, the Chinese people observed it as a public holiday in this city. In the morning various descriptions of native craft, particularly flower-boats, numbering several hundreds, moored in the water front at Honam in one line, just leaving a little passage for the dragon boats to pass through. The people on these craft and those on the river bank mingled together in large crowds to watch the proceedings and cheered the dragon boats clamorously. Fireworks were also let off during the progress of the races.

The dragon boats are generally about a hundred feet in length and are each manned by from seventy to eighty men, of whom some carried silk embroidered umbrellas, flags, etc., or sounded gongs and beat drums, whilst the others were engaged in rowing. The races were watched with interest by the natives, who spent the holiday very merrily. Fortunately there was no disturbance or accident.

PROVINCIAL JUDGESHIP.

The Provincial Judge Chui Pun Yin will leave Canton on the 18th instant for Hunan to take up his appointment as Provincial Treasurer there. The Taotai for the Development of Native Industries, Chan Mong Tsang, has been appointed by the Viceroy to act as Provincial Judge in Canton temporarily, pending the arrival of the new official, Yu Chung Wing. Taotai Chan Mong Tsang will take up his temporary appointment on the 14th instant.

AN OFFICIAL TRANSFER.

Taotai Chung Wing will leave here on the 20th instant for Kiungchow to take up his post as Taotai of Kiungchow and Ngaichow prefectures.

CHEAP RICE SUPPLIES.

A large quantity of rice has been imported into Canton these past two days by the Committee of the different charitable institutions for the purpose of cheap disposal to supply the wants of the people. This distribution of rice will commence on the 18th instant.

CANTON-KOWLOON RAILWAY.

ROADS IN THE NEW TERRITORY.

Several new Government roads, debouching on stopping-places on the Canton-Kowloon Railway, are being constructed in the New Territory, and at no distant date a direct road should be available for cyclists right through from Castle Peak by way of Shataukok to Samchun.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

A PROTEST.

To the Editor of the "Hongkong Telegraph."

SIR,—I am aware that your columns, hospitable as they are, are inclined to grudge their space to religious controversies or scattered half notions about the efficacy of prayer or the exact amount of science and Christianity contained in the latest (or is it only one of the latest) sects born from or instituted by any American school-marm. But there are some matters above mere opinion, and I claim publicity for a matter of interest to many of the wise, as well as to many of the foolish, of the general community. Somebody, I have no notion who, has been giving full play to his morbid imagination, or to worse influences still, by starting an "endless chain" or "snowball" of a peculiarly objectionable kind. It consists of an appeal to the receiver to recite daily a short prayer, a copy of which is enclosed, and to "pass it on" to some one else, without fail. It lays stress on passing on a copy of this prayer to others, under penalty, it says, of some great calamity which will surely befall the receiver if he "break the chain." If, however, the latter do pass it on, and also repeats the prayer for nine days running, some great happiness will be vouchsafed him after that time. It may be, it has indeed come to my knowledge, that it is necessary to warn the wise and the unwise against this dangerous letter. Many souls may be grievously hurt by it, especially by their believing in it, and others by its being a *Scandalum*, a stumbling block to Faith, a tripper up of souls. I venture to protest against the blasphemy, whether willing or unwilling, of this latest device of evil and to declare that neither the Right Reverend the Bishop of Victoria, nor the Most Reverend Monsignor Pozzoni, nor any other Christian prelate could for a moment countenance such a grave dictation to the Almighty about the dispensation of His punishments or rewards or other of His ways with man.—Yours truly,

THE TRIANGLE.

P.S.—The little prayer is in itself not merely harmless, but praiseworthy, asking for help against evil and for final Salvation. In the form it of course is the latest and the prettiest.

Indian Insubordination

IN THE POLICE FORCE.

26th inst.

Rumours have gained currency within the past few days concerning the occurrence of what is described as organized insubordination amongst the Indian Contingent of the local Police Force. This is not the first occasion upon which the Sikhs have proved troublesome and showed their powers of combination. The last instance of serious disaffection occurred a good many years ago, when a batch of new recruit refused to sign the pay-sheets on the ground that they had been brought from India under false pretences so far as their rate of pay was concerned. That revolt against constituted authority was very effectively checked by summary departmental action.

In the present case, the cause of the disaffection among the Sikhs is of a different nature, but its latest phase appears to be equally serious. The Police authorities are reticent regarding the affair. From such information as can be gleaned, it seems that the

TROUBLE COMMENCED

through the arrest by an Indian constable of a Chinese coolie who was strolling over the grass-plots in the Botanic Gardens. Some other coolies attempted to get the prisoner off two more Indian constables came to the assistance of their compatriot, and a fracas ensued.

The disturbance ended upby the whole crowd being escorted off to the Central Police Station where the coolies were charged with disorderly conduct whilst they in turn charged the Indians with assault. Instead of the charge against the Sikhs being dealt with departmentally, orders were given that it should be sent before the Magistrate for hearing. This action, it appears, was strongly resented by the rest of the Indian Contingent, who considered that their colleagues were being harshly treated for having done nothing but their duty. Accordingly they requested the Captain Superintendent of Police to grant them

A HEARING

in order to submit to him their views on the case. From all accounts the members of the party who waited on the Captain Superintendent were inclined to be violent in their utterances and in the end refused to return to their quarters when ordered to do so and had to be removed in custody.

Later on the offenders were brought before the Captain Superintendent and were fined in sums ranging from $1 to $5 according to rank. Two of the Sikhs who had made themselves particularly prominent in inciting the crowd to opposition when before the C.S.P. were sentenced each to fourteen days' hard labour.

In the meantime, the Police authorities have taken steps to check the existing disaffection by transferring certain of the offenders to outstations, inter changing the interpreters and so on. It is to be hoped that the trouble is at an end, but in some quarters it is hinted that the last of it has not yet been heard.

MOTION FOR LEAVE TO APPEAL.

FULL COURT CONSIDERS APPLICATION IN FALSE IMPRISONMENT CASE.

16th inst.

Before a Full Court, consisting of the Chief Justice, Sir Francis Piggott, and Mr. Justice Hazeland, Acting Puisne Judge, in the Summary Court this morning, Mr. C. G. Alabaster, instructed by Mr. W. E. L. Shenton, of Messrs. Deacon, Looker and Deacon, moved for a motion for leave to appeal from a decision of Mr. Justice Hazeland in the case in which Wong Fu Ng, compradore, sued Capt. A. A. Johnson, Master of the s.s. *Siul On*, to recover the sum of $1,000 as damages for alleged wrongful arrest and false imprisonment on the 26th February last, and in which the jury found that no felony had been committed and awarded the plaintiff general damages to the sum of $500. The motion being an *ex parte* application, the plaintiff was not represented in Court.

Mr. Alabaster said that that was an application for leave to appeal from a decision of Mr. Justice Hazeland, delivered on the 13th June last, on three grounds, viz., that his Lordship was wrong in fact and in law when he held that there was no case to go to the jury in respect of certain paragraphs. The action was an action for false imprisonment, in which the plaintiff claimed damages. Practically, the imprisonment was admitted by the defence, but four grounds of justification were set out in the statement of defence. His Lordship allowed only the felony justification to go to the jury but the principal ground, whereby it was alleged that the plaintiff had wilfully obstructed and molested the crew in the execution of their duty, was not allowed to go to the jury although there was plenty of evidence offered. His Lordship held that the Section did not apply to the Colony.

Leave to appeal was granted.

HARBOUR COLLISION.

JUNK SUNK OFF STATUE WHARF.

17th inst.

A collision, fortunately unattended by the loss of any lives, occurred in the harbour yesterday forenoon. A small cargo junk collided with one of the numerous European launches that were dodging in and out of the narrow ways opposite Statue Wharf. Such was the force of the impact that the junk sprang a leak and rapidly began to fill with water. That she had seen her best days was proved by the fact that the junk was soon a mass of floating splinters scattered over the surface of the water nearly in front of the Hongkong Club. The occupants of the junk made frantic efforts to recover their valuables, consisting of nothing more than a few pieces of clothing, bedding and canisters, from the derelict. We understand that the master of the junk was compensated to the extent of $50 by the owners of the launch on account of the collision.

In the afternoon, the broken spars, mat hood and salved portions of the boat were piled up on the seawall with their owners squatting on the remains of their broken craft and regarding the situation with philosophic equanimity.

THE "SARIE BANDJER."

UNDERGOING THOROUGH OVERHAUL.

The s.s. *Sarie Bandjer*, which has been purchased by Mr. E. C. Wilks of Hongkong, is now in the course of undergoing repairs at the dockyard of the Hongkong and Whampoa Dock Company at Kowloon. The purchase was effected in Singapore, where the vessel was lying previous to her acquisition by Mr. Wilks. A big sum of money is to be spent in repairing the *Sarie*, mostly in the way of replacement of damaged plates, and as she has an excellent frame there is little doubt that when once the necessary repairs have been completed she will be snapped up for trading purposes on the China coast. We hear that the purchaser has already [illegible] several [illegible] offers for the vessel [illegible] when she leaves the Dock. [illegible] of the Dock Company [illegible] Wilks [illegible]

Canton River Trade.

STEAMBOAT "POOL" FORMED

15th inst.

We are in receipt of information from a thoroughly reliable source that the formation of a "pool" among the various steamboat companies running steamers in the Canton River trade is practically an accomplished fact. Negotiations have been in progress for some considerable time past, and at last all the companies have arrived at a basis of agreement which is considered to be satisfactory to all the interests concerned.

This new "combine" is bound to have important effects on the trade of the Canton River. In the first place, its consummation means that there will be a cessation of that systematic policy of rate-cutting which has been carried on to the disadvantage of all the steamboat owners, especially with regard to passage rates charged in the steerage class.

In the second place, the "combine" will stiffen the companies' position when it comes to a matter of safeguarding their interests on the Hongkong-Canton route or of making representations for improved facilities to the British or to the Chinese authorities.

The "pool," we understand, will be signed by the contracting parties at an early date.

AGREEMENT SIGNED THIS AFTERNOON.

16th inst.

In our last issue we stated that we were in receipt of information from a thoroughly reliable source that the formation of a "pool" among the various steamboat companies running steamers in the Canton River trade was practically an accomplished fact. Negotiations had been in progress for some considerable time past, and at last all the companies had arrived at a basis of agreement which was considered to be satisfactory to all the interests concerned. We said yesterday that we understood the "pool" would be signed by the contracting parties at an early date. Pursuing our inquiries further to-day our representative has learned from an unimpeachable source that the agreement for the river boat "combine" was actually executed this afternoon. The parties to the agreement represent all the seven companies and firms now plying steamers on the Canton river and include the British, foreign (*i.e.*, French) and Chinese firms. As the Hongkong, Canton and Macao Steamboat Co., Ltd., own the biggest aggregate of tonnage engaged in the river trade, it was only but natural that that capitally-managed and efficiently officered Company should exercise the

CONTROLLING INFLUENCE

in the management of the "pool." In their own interest the smaller concerns have been wise in deciding to cast their lot with the pioneer Company instead of persisting in pursuing a suicidal policy of competition in the lower deck fare which spells ruin to certain of the smaller concerns and possible financial disaster to others. It is a well-known fact that the Hongkong, Canton and Macao Steamboat Co. are in a position of being able to maintain an equable dividend out of their splendid accumulated reserves, thanks to the cautious policy pursued by past administrations having in view the possibility, since realised, of prospective competition. So that with the large reserve funds at their disposal and consequently a long purse, the Company can, if it so suited the management, wage a warfare that will ultimately starve off the under-capitalized concerns or those having a working capital just large enough to keep them upon a hand-to-mouth existence. For all the companies interested, therefore the arrangement definitely concluded this afternoon is far the best that could be arrived at in the circumstances, since it is an undeniable fact that the tonnage employed in the river traffic is far in excess of past and present requirements.

A PASSENGER "POOL."

The "pool," as stated last evening, has only to do with the Chinese steerage passengers, the saloon tariff and cargo schedule not being affected at all. The division of profits is one that concerns the steamship owners alone and what the ratio is, is a matter of no public interest. Suffice it to say, that the agreeing parties to the signed compact will have seen to the terms and conditions being apportioned on an equitable basis, always having regard to the larger and prior claim of the senior Company in the trade.

DATE OF OPERATION.

Although in certain quarters the "pool" is regarded in the nature of a tentative arrangement likely to last for a short period of a few months only, there is no reason to doubt, when regard is had to the benefits arising to the shipping interests, that the "pool" will remain in force for a period of twelve months. Just enough time that will be required to adjust the new tariffs, and no longer, will be allowed to elapse before the new scale of fares is brought into operation. We should not be surprised to see it in full working order by Monday next, the 20th inst. Shareholders in the shipping companies joining the "pool" will have every reason to congratulate themselves upon the improved prospects of their respective companies from a dividend-paying point of view.

FORGERY OF JAPANESE TRADE MARKS IN CHINA.

REPRESENTATION TO CHINESE AUTHORITIES.

It is interesting to learn from the *Asahi* that the practice of forging Japanese trade-marks has much increased of late among Chinese match manufacturers. Mr. Takigawa, a well-known match manufacturer of Kobe, recently visited China to look into the matter. On his return home, Mr. Takigawa applied to the Japanese and Chinese Governments through the Kobe Chamber of Commerce asking that measures be taken to suppress the practice complained of. A report from the Consul-General at Canton on the question has been referred to the Kobe Chamber of Commerce by the Foreign Office. The substance of the report is that the Viceroy of Liangkiang, who issued an order prohibiting the forgery of trade-marks, refused to admit that the counterfeits of the "Lion," "Dragon," and two or three marks were forgeries, on the ground that there was a difference in the colour and design between the genuine mark and the alleged counterfeit. On the 2nd instant the Consul-General had an interview with the Viceroy and showed him the genuine and forged trade-marks, urging him to take due measures to stop the practice. The Viceroy appeared impressed by the comparison made. He stated that when he declined to recognise these marks as counterfeits he had not personally compared the two trade-marks, but had relied upon the reports of local authorities, who declared that the marks were quite different. The Viceroy accepted the forged labels from the Consul-General and promised to [illegible] investigations [illegible] the matter. [illegible] Chamber of Commerce [illegible]

THE MITCHELL-LEMM CASE.

MOTION TO REVERSE JUDGMENTS.

16th inst.

Before Sir Francis Piggott, Chief Justice, and Mr. Justice Hazeland, Acting Puisne Judge, sitting as a Full Court this morning, Mr. M. W. Slade, K.C., moved that the judgment in the action in which Thomas Alexander Mitchell sued John Lemm, architect, to recover damages for alleged criminal conversation with his wife on the point of law raised by the appellant on the 9th June, 1909, and that the judgment in the action given on the 7th September, 1909, may be reversed or varied and that the judgment given in the action on the 8th December, 1909, may be reversed or varied and that judgment be entered for the appellant and that the costs of that application and in the Court below may be paid by the respondent to the plaintiff. Mr. M. W. Slade, K.C., instructed by Mr. P. M. Hodgson, of Messrs. Ewens and Hanson, appeared on behalf of the appellant and Mr. C. G. Alabaster, instructed by Mr. D. V. Stevenson, of Messrs. Deacon, Looker and Deacon, was for the respondent.

Mr. Slade stated that the application was against three several judgments. One was given on a point raised on the pleadings of that action and the others were two questions which were left to the Court to decide on the verdict of the jury. The first went to the root of the whole action; the others went only to the amount of damages recoverable. The first question was whether all the matters in dispute in the action had already been finally decided in another action which had been tried *res judicata*. Plaintiff appealed against the judgment because the result of the former action did not afford a defence in the last action. With his Lordship's judgment *res judicata* in the main Counsel most respectfully agreed but he thought if his Lordship followed out the reasoning in the judgment with a better appreciation of what the result of the previous action was, he would come to the conclusion that the matters had been finally concluded between the parties by the respondent of the former action. There was very little indeed in his Lordship's judgment which would not be cordially accepted by all parties but his Lordship's conclusion was arrived at under a very slight misapprehension. His Lordship missed the effect of the previous judgment and the effect of the Declaratory Act. In order to appreciate the effect of the previous judgment, it was necessary to see exactly what was done in the previous action. The statement of claim in the previous action set up, or rather, alleged, a number of acts of adultery committed by the defendant with the wife of the plaintiff, who claimed damages, and to that statement of claim a defence was put in, first of all denying the acts complained of and secondly raising a point of law, which was afterwards allowed to be heard before the trial of the action alleging the acts. Under the modern system of pleadings, facts, not law, were pleaded, except in one particular instance. There was a special provision under which Counsel was allowed to plead a point of law in lieu of a demurrer. The demurrer was abolished and liberty to plead allowed in place thereof. A point of law thus pleaded might be set down for trial separately. The trial of a point of law was in all respects the same as the trial of a demurrer. The law in the Colony at the time judgment had been given was that the acts by the defendant were exactly on the same footing as the acts of the defendant if he had seduced the daughter of the plaintiff when the daughter was not in plaintiff's service. Plaintiff could receive no damages even if in fact he had suffered pecuniary damages. His Lordship had looked too much from the point of view of the general principles of law and too little from the point of view of the rights of the individual.

After further argument the case was adjourned.

BORROWED MONEY FIVE YEARS AGO.

COLOURED MAN SUED BY INDIAN WATCHMAN.

17th inst.

Before Mr. Justice Hazeland, Acting Puisne Judge, in the Summary Court this morning, Ruttan Singh sued Abu Bakar, an African Indian, to recover the sum of $174.40, money due under a promissory note.

Mr. Harris (for the defendant) said they did not question the promissory note, but he asked for instalments. Defendant was getting $35 a month, and had children. He borrowed money from the plaintiff four or five years ago and in 1909 he renewed the promissory-note and paid $8 a month. Some time ago he had family troubles and missed two months, and now plaintiff sued him for the whole principal.

Plaintiff said he charged interest at the rate of 3 per cent. per month and defendant paid interest for three months. He lent the principal on 16th July, 1909, but did not have any dealings with the defendant before. He did not lend him money four or five years ago. He did not receive $400 in interest.

Mr. Harris—How much interest did you charge every month?

Plaintiff—$5 for $160.

His Lordship—Do you consent to instalments?

Plaintiff—I leave it in your Lordship's hands.

Defendant said he drew $35 a month. He borrowed some money four or five years ago and after he paid the money he destroyed the promissory note. Nobody except the plaintiff saw the action.

His Lordship—If your story is true, it is rather important that you should keep these notes.

Defendant—Plaintiff told me to destroy it, as it was no use.

Do you owe money to other people?

Defendant—No.

How many children have you?—Five.

An order was made for instalments of $7 a month, first instalment to be paid on the 1st of July.

CLAIM BY CHINESE SEAMEN.

AGAINST THE HAMBURG-AMERIKA LINIE.

17th inst.

Before Mr. Justice Hazeland, Acting Puisne Judge, in the Summary Court this morning, Mr. Hung, of Messrs. Deacon, Looker and Deacon, again asked for a day to be fixed for the hearing of the case in which six Chinese seamen are seeking to recover over $100 from the Hamburg-Amerika Linie for alleged wrongful dismissal.

Mr. Davidson said that he had been instructed by his client to ask his Lordship that the case be allowed to stand over [illegible] Three weeks at least [illegible] difficulty in [illegible]

Mr. Hung—My friend is [illegible] the same case to—

[illegible]

The Rubber Market.

REMARKABLE RECOVERY.

RENEWED CONFIDENCE IN THE BOOM.

Following upon a week of marked depression, the rubber market evinced a decided tendency towards recovery on Friday last, and latest London quotations to hand appear to indicate a continuance of the improved state of things.

On that date Messrs. Ellis and Ellis reported that "after a spasm of weakness with consequential marked depreciation in prices of all stocks, the Rubber market is exhibiting signs of renewed vitality and closes fairly strong. Only a small business has been put through during the week under review, and at low rates. The Singapore market continues very dull and all stocks show further depreciations. Para Hard fine Rubber declined to 9/9, but latest telegraphic advices to hand gives the price at 9/8."

UNDER THE SAME DATE.

Messrs. E. S. Kadoorie & Co. wrote:—"The market in sterling Rubber shares, after experiencing a fairly heavy depression presumably following the fall in price of the raw material, has had a sharp recovery and closes firm with buyers of most stocks. The quotation for Rubber in London yesterday was 9/8 The market in Singapore stocks remains in a stagnant state. The local market has been very quiet with a selling tendency most of the week—a slightly better feeling prevails at the close."

The latest reports from London show that the closing price for Para Rubber had advanced on Saturday to 10/3 per lb., whilst prices generally had appreciated to a remarkable degree in face of the set-back that made itself felt so strongly a week or ten days ago. To take at random a few cases in point as showing the rise in market prices in London on Saturday as compared with the previous day's quotations, Anglo-Malays rose from 30/- to 31/-, Allagars from 7/3 to 7/6, Castlefields from 137/6 to 140/-, Carey United from 25/- prem. to 28/6 prem., Highlands and Lowlands from 140/- to 145/-, Ledburys from 97/6 to 105/-, Rubber Trusts from 56/- to 59/-, Shelfords from 77/6 to 82/6, and Sungei Chohs from 120/- to 130/-.

LOCAL OPINION.

In view of the important change which the past few days have brought about in the aspect of the rubber market, several prominent rubber operators were interviewed this morning by a representative of the *Telegraph* with the object of ascertaining their opinions regarding the sudden rise that had taken place. On all sides it appeared to be a sound belief that the most recent developments in connection with rubber were the outcome of a big "bear" movement, and that now their purposes had been accomplished it was more than likely that prices would go up still higher. In some quarters, indeed, the conviction is strongly held that during this summer the rubber market and the share market will reach yet even higher marks than those which have hitherto been recorded.

It will not be considered out of place to remind investors to keep plainly in view the fact that they should refrain from buying what they cannot pay for. There seems to be a consensus of opinion in broking circles in Hongkong that the notable fluctuations of the rubber market since Friday have been caused by the manipulations of New York bears, and it has to be borne in mind that what the bears have done once they can do again.

A RUBBER FORECAST.

In a *brochure* entitled "Rubber Companies' Statistics, just published, Mr. Arthur Shephard says that rubber planting in the Middle East is an industry which has come to stay. It will not, he says, continue to yield the rich profits which have been reaped by pioneers in the past; but that an important new industry has been created which will for many years continue to yield more than ordinary commercial profit has been abundantly demonstrated and is now fully recognised by the investor. In submitting his

COMPARATIVE ANALYSIS

(a supplement to the table published in the *Financier & Bullionist* of 4th October, 1909), Mr. Shephard remarks that no attempt has been made to show what any particular estate is actually worth. His object has been to convert the market price of the share into an equivalent market valuation of the company's estate and to show an investor, who purchases at the present market price, approximately how much he is paying per acre for rubber land of a given age. For the purpose of maintaining interest in rubber a fairly correct ratio between the values of planted land of differing ages, a scale has been adopted such as is used by professional rubber valuers and the market price of shares has been made to decide what is the market valuation of each year's planting. Mr. Shephard's publication will be found valuable by all. It is issued from the office of the *Financier and Bullionist*, 25 Dean Street, Fetter Lane, London, E.C.

The following extracts are from the *L. & C. Express* of May 20:—

The market for Para has been very quiet, with little business passing. Fine Hard Para on the spot and May-June delivery is quoted at 10s 7d, June-July 10s 7d and July-August 10s. 8d. Soft Fine May-June-July 10s 4d values. The receipts at Para this month are 1,050 tons. Plantation is quoted at about 10s 9d to 11s 5d per lb for good average sheet.

Messrs. George White & Co. report on May 13 t—Receipts at Para for the month up to 12th were 800 tons. During the whole month of May last year the total was 2,340 tons, and 3,210 tons in 1908. The following are the crop figures:—Receipts at Para July 1, 1908, to end May, 1909, 35,520 tons.

Stability in the market for crude rubber would seem to have been tolerably well restored. When the last auctions took place the price of fine Para fell back to 10s. 4d., but there has been since a gradual recovery to about 11s., with a fair revival of buying. In spite of the recent temporary deadlock, and the disturbing reports circulated as to the fate of the market, there is no ignoring the fact that the inherent strength of rubber, based on depleted stocks and the large consumption, has quietly reasserted itself. The total receipts in Liverpool during April were rather heavy, being about 800 tons ahead of deliveries—a fact which was possibly viewed with some disquiet by the trade, inasmuch as smaller quantities went from Para to the United States, where the deliveries for April appeared to have been 170 tons in excess of the arrivals. Unsold stock there would thus appear to have practically vanished, although possibly big American manufacturers have certain reserves. The reduced quantities shipped to America since the end of March may perhaps be regarded by some as indicating a falling-off in American consumption; but there is no proof of this, or, indeed, that consumption has been injured elsewhere. Now that the bulk of the Brazilian crop has been accounted for this season, the question of prospective supplies in the near future has to be considered. The quantity exported from Para this month will be materially smaller than last, which may have some bearing upon the course of affairs. On the assumption that the world's consumption is at the rate of at least 72,000 tons a year, the visible supply is less than a month's requirements, while there will be a notable shrinkage in the Brazilian shipments over the end of the crop season. The chief element of uncertainty concerns United States requirements, the recent contraction of which can hardly be viewed very seriously, in view of the depleted stocks across the Atlantic, which must involve fresh buying sooner or later. Several authorities in Mincing-lane are looking for brisker bidding and higher prices all round at the next sale on the 24th instant, one of the reasons given being that nearly three weeks will elapse before the following sale, which is fixed to take place on June 14.

SHIPMENTS OF RUBBER.

A shipment of 100 tons of rubber, valued at about £100,000, left Brazil for New York on the 13th instant in the Booth liner Cearensis, and the Laofranc left Pará on the 8th instant for Liverpool with 180 tons, estimated to be worth £180,000. At this time of the year it is customary for shipments to be on a small scale, but consignments seem to have fallen off at the end of this season much more rapidly than usual. One explanation of this may be that the high quotations for the product induced growers to bring in all their rubber early, and another that the prices have been so satisfactory that growers have been less inclined to make a second expedition to the interior. There is no doubt that for some reason the bulk of the rubber from Brazil has lately been coming to this country. In April the Booth Line steamers carried only 440 tons to New York, as compared with 1,900 tons in the corresponding month of last year, while these vessels brought 2,700 tons to Liverpool, as compared with 2,100 tons a year ago. The effect of the reduction in the American demand is believed, of course, to have been shown rather plainly at the Mincing-lane sales a few days ago.

THE SHARE MARKET.

Business in the Rubber Share Market has been quiet, even rubber shares being affected by the localised condition which have characterized almost all markets. The undertone has been fairly firm, nevertheless, and the popular 2s. shares went ahead for some time; but with profit-taking on a market with very little heart in it prices have receded. The falls, however, for the most part have not been serious or even striking, being mainly fractional in extent. This is sufficient to show that the offerings were not heavy, but at the same time the buying was also slight. The 18th instant was, in fact, one of the gloomiest days the market has experienced for some weeks, but the slackness was only in sympathy with the general feeling throughout the entire Stock Exchange.

MOTION FOR CONTEMPT OF COURT.

DOINGS OF RIVAL SHIP CHANDLERS.

13th inst.

Before Sir Francis Piggott, Chief Justice, in the Supreme Court this morning, Mr. M. W. Slade, K.C., moved a motion that Pang Chung Yui and Sang Ng Shi be committed to prison for contempt of Court in interfering with the management and control of John Hennesley Seth, accountant, of 5, Queen's Road Central, as Receiver and Manager of the A. Dai shop, 29, Hing Lung Street, appointed by an order of the Court on the 11th January, 1910, and that they be restrained by an order and injunction from incurring any debt or debts in respect of the business of the said Receiver and Manager or meddling or interfering in any way with the business, properties or assets thereof, or the management and control of the said John Hennessey Seth as the said Receiver and Manager, or entering upon the premises occupied by the A. Dai shop until judgment in that action or until further notice. Mr. M.W. Slade, K.C., instructed by Mr. Johnson, of Messrs. Deacons and Bowley, appeared in support of the motion on behalf of Pang Chun-Tong, the plaintiff, Mr. Eldon Potter, instructed by Mr. F. X Almada, of Messrs. Almada and Smith, appeared for Pang Chung Yui and Mr. C G. Alabaster, instructed by Mr. C. Wilson, of Messrs. Hastings and Hastings, represented Pang Ng Shi.

Mr. Slade stated that the action as appeared from the writ and statement of claim was an action against the two defendants, who claimed to have the administration of the estate of Pang Sui Kai, deceased. Pang Ng Shi, the second defendant, was recently appointed administratrix of the estate of plaintiff's grandfather. What happened to the A. Dai firm was what often happened to many firms in the Colony whose original owner died and no letters of administration were left in connection with the estate. In 1885, the defendant Pang Chung Yui took over the managership.

His Lordship—When was the administration taken out?

Mr. Slade—This year, my Lord.

Having read the statement of claim, Mr. Slade said that by an order of the Court which was made on the 11th January last, Mr. J. H. Seth was appointed Receiver and Manager of the A. Dai shop and gave the necessary securities to take up the business. The motion was brought to prevent interference by the two defendants with the Receiver in the performance of his duties. It was a double motion; one was for committal to prison and the second was for an injunction. He did not wish to press for the committal of the defendants to prison. He suggested that the order should be allowed to lie in the Registry and not enforced unless by a special order of the Court. It was a method of saving time and was a question of machinery. He did not want them to be committed to prison but only to protect the Receiver and Manager.

Proceeding, Mr. Slade gave the specific acts of interference by the defendants The defendants after they left the A. Dai shop started a rival business and solicited orders from the plaintiff's customers. They also removed certain silverware from the A. Dai shop and made presents of them to ship's Captains, and further removed quantities of wood. The defendants alleged that they were "waste-wood" but it was rather extraordinary that carpenters paid as much as $1.50 for them. They were obviously of some value.

His Lordship was of opinion that the mere presence of the defendants in the A. Dai shop constituted interference on the part of the defendants.

Mr. Potter cited a number of decided cases which he said were on all fours with the present circumstances. He submitted that his Lordship could not make such an order without authority. It would be a sweeping order, as it would deprive the defendant of a living.

His Lordship said he could not fully understand the cases cited.

Mr. Potter said nothing could be simpler.

His Lordship said the cases were too thinly reported.

Mr. Potter said the cases were identical with the present circumstances. It was hardly fair that on a motion by the twenty-year old plaintiff, the defendant should be ousted out altogether. He was willing to leave the A. Dai shop if a subsistence allowance was granted him by the Receiver.

His Lordship said on the face of it, it was clear that the defendant had no business in the A. Dai shop but that he would have to be given an allowance if he was to leave the A. Dai.

After further argument the hearing was adjourned to Chambers.

KEROSENE OIL IN JAPAN.

A CURIOUS STORY.

A curious story comes from Tokyo. It appears that some new kerosene oil springs were discovered in the northern part of Echigo province between April and May last. On receiving the report the Tokyo Mining Inspection Office dispatched Mr. Shindo, an engineer, to Karamegi, the place where the wells were discovered, to make investigations. Just after the engineer had left for Tokyo, after completing his investigations, a new spring opened in a well owned by one Nakano Chutaro, and produced oil at the rate of about 1,700 koku per day. On the report of this great production reaching Tokyo, some of the metropolitan newspapers published an article purporting to be written by Mr. Shindo, the engineer referred to, to the effect that from a geological point of view a district like Karamegi was almost incapable of producing over 1,000 koku per day, and that the report in question was therefore quite absurd. The oil producers in North Echigo, on reading the article, became much incensed with the engineer, and called the people in the vicinity to bear witness that both the Japan Kerosene Company and the Hoden Kerosene Company had purchased from Mr. Nakano, the owner of the well referred to more than 1,000 koku of the oil daily. The producers further announced their intention of taking the necessary steps to restore the damaged prestige of the oil industry in the province. In the meantime Mr. Nakamura, the superintendent of the Tokyo Mineral Inspection Office, his interest aroused by the development of the industry in the province, himself proceeded there on a tour of investigation on the 26th ultimo. The oil producers, annoyed at the supposed irresponsible statement made by a Government engineer, transferred their attacks to the superintendent, but with what result is not stated.—*Japan Chronicle*

THE NANKING EXHIBITION.

A TRIUMPH OF PEACE.

Seldom has the inauguration of a great festive enterprise been attended by more anxiety than that which was entertained by the responsible officials during the past few days in connection with the Nanyang Industrial Exposition which was formally opened at Nanking yesterday morning, says the *Shanghai Times* of 6th inst. Happily all the fears and rumours which were current lately and for which the precautionary measures taken by certain members of the Consular Body at Nanking in view of possible disturbances of the peace there have proved to be ill founded, and the opening ceremony came off under even more brilliant auspices than the most sanguine people had anticipated. It was conducted by H. E. the Viceroy Chang Jen-chun in the presence of a tremendous concourse of foreigners and Chinese, including most of the exhibitors and thousands of visitors from all parts of China, from the Straits, from India, from Australia, from Egypt, from South Africa, from America and from Europe. Most of these visitors were, of course, Chinese, and the enthusiasm by which they were animated over the idea of this, the first exhibition on a national scale that China has ever organized, may be gauged by the fact that the first entrance ticket to be sold at the gate was purchased after tremendous competition by a Chinese gentleman who wishes to preserve it as a memento of a great and historical occasion, for the sum of Tls. 10,000. The proceedings were really of a formal nature, for although the enterprise is pretty well advanced much still remains to be done before it can be considered in any way complete. In addition to H.E. the Viceroy the ceremony was attended by H.E. Cheng Sa-kan, (Vice-President) to whose unflagging zeal and energy much of the success of the Exhibition is unquestionably due; Messrs. Chen Chee, Managing Director; Hsia Swei-kan, Sub-Managing Director; Kian Mao-shing, Secretary; Chang Ming-yin, Treasurer and General Manager; Li Hing-wang, Assistant Manager; Hwang Hai-chen, Director of Works; Peng Hsi-ming, Director of Publications; Sheng Chi-fang, Director of Exhibits; Kao Hung-kan, Director of Awards, Chen Kwei-teh, Director of Foreign Affairs, and many other prominent men.

But although the preparations are still incomplete the grounds and buildings already present a singularly beautiful and imposing aspect. The King Yuan Park, as our readers are aware, has been turned over to the promoters of the enterprise, who have certainly made the most excellent use of their opportunities. The buildings, most of which are white, number twenty-six in all. Sixteen of them are assigned to the various provinces for the purpose of separate provincial displays, and the remaining ten are devoted to National Arts, Agriculture, Foreign Industries, Arts, Manufactures and Armaments, Chinese Industries in foreign countries, and other departments. Part of the ground is reserved for practical demonstrations in agriculture; a light railway is to be completed at an early date, an elevator has been erected to enable a bird's eye view of the Exhibition to be obtained by visitors who so desire, and at the same time to serve as a practical demonstration of modern appliances. Electric light is installed, and all the Chinese gardener's skill has been expended in beautifying the place. Leading up to the main entrance a very fine carriage road has been laid down which is lined on each side with shops and places of amusement and refreshment. No carriages will be allowed to enter the grounds but jinrikshas, provided by the Exhibition authorities, will be available for such as find the size of the Exhibition too great for walking. Specially trained police are on duty inside the Exhibition and accord every courtesy to the visitor, whilst a corps of guides are available for the assistance of the visitor who is not a mere sightseer. It is safe to say that whilst the preparations are not yet complete in detail has been overlooked. Every possible arrangement is being made to ensure the comfort and convenience of the visitors, and the only condition now required to make the general success of the enterprise certain is a continuance of fine weather, and of this, we are glad to say, there seems to be every prospect.

UNFOUNDED UNEASINESS.

We do not propose to devote much space to the many wild rumours which were prevalent in the Settlement all day on Saturday and yesterday regarding the dreadful scenes that were expected to attend the opening of the Exposition. But they were all very sensational and disquieting until the following telegram from Mr. A. H. Collinson, thoughtfully circulated yesterday forenoon by Mr A. W. U. Pope, did much to restore confidence among the foreign part of the community at least.

Nanking, June 4.—9.50 p.m.

"Please assure papers rumours grossly exaggerated. Everything perfectly quiet here and no signs whatever of trouble. Exhibition grounds illuminated to-night and very fine sight."

YAKEGATAKE, a volcano in Hida province, in the neighbourhood of Gifu, has been very active in the past few days, showers of ashes sometimes falling in the vicinity. At night a dense volume of fire can be seen rising from the crater.

NOTES BY THE WAY.

RUBBER SHARES.

During the past week, the feverish interest occasioned by the advent of rubber in the local Rialto cooled down considerably in more than one quarter, which was perhaps the natural result of last week's smart set-back. I came across some of the young blood of the Colony, who are ever ready to plunge headlong into gambling stocks, and judging from the down-in-the-mouth expression which illumined their features, I surmised that their calculations had been upset a bit as a result of their impetuous recklessness and afterwards I found that my surmises were correct. I wonder how many chickens have already come home to roost?

ADRIFT IN THE SEA.

Such things as twentieth century booms provide a profitable source of amusement to humorous writers and funny artists. Already, the ebullitions of *Punch* about the pocket-filling product of the age have delighted more than one household. But all the inspired metres of *Punch* are nothing compared to some of the sketches having as their subject good old rubber which have sprung from the fervid imaginations of the comic artist. To give an instance, I saw the other day a striking sketch in a Home paper. It was the picture of a handful of men in a boat which was being tossed about on a troublous sea. In the water were a far greater number of people with distracted faces, who had evidently the misfortune to fall overboard. In the background were the words "Brighter Prospects" in gigantic type and the whole idea of the sketch appears to have been suggested by the recent slump in the rubber market in London. The artist was of opinion that the slump was at least responsible for one good thing, and that was that the market had got rid of the timid, nervous creatures. Rather hard on the timid ones, isn't it?

THE LATE KING.

The following good story about the late King Edward appears in the *Asian*:—

It is a matter of history how devoted to King Edward were the Indian Princes, a large number of whom were personal friends of His late Majesty, and there is a little story which, even if it is not literally true, has, we believe, some good foundation in fact. It is related of a very well-known Indian noble, a veteran who had first met His Majesty on his visit to India as Prince of Wales, and the encounter took place when the Indian noble was at Rome for the Coronation. His Majesty, who was on terms of close personal intimacy with the noble in question, related the story of how Blondin once offered to take him across his tight rope in a wheel-barrow, the tight rope at that particular moment being stretched across the Niagara Falls.

"I, however," said the King, "declined with thanks!

"*Behah*, Your Majesty," said the Maharajah, "but do you know what I would have done had I been there?"

"No, Maharajah, I don't," said the King.

"Sahib, I should at once have drawn my sword and cut his head off—the treasonous scoundrel with his *chuckar-ghari!*"

KING GEORGE AND THE NAVY.

Our new King, whose accession has, according to a great master of eloquent expression in a Calcutta contemporary, been saluted from "ice-whipped pine to drooping palm of the many hued, many-tongued millions," has, like his revered father, been popular in all circles of *le monde ou l'on s'amuse* throughout his career. Having been "broken in" by the British Navy, it would be strange if this result had not eventuated, for they leave a great recipe for turning a man into a right good fellow! It is sometimes a rough school and their ways are ready, but they are successful. Who has ever heard of a "ragging" case in the Navy, and yet . . . ! We remember at the time when the young Princes, H. R. H. the late Prince Victor and His present Majesty, were sent on a cruise round the world in the old *Bacchante*, in those days a first class cruiser, a story got about that caused considerable anxiety: it was said that the enterprising members of the gun-room mess had proceeded to mark both the young Princes as Government property by tattooing a big broad arrow on their noses! The story was grossly untrue, of course, but as we say we rarely, if ever, hear of what is done in the Navy in order to teach the young idea how to shoot. All that is apparent is that the system, whatever it is, works exceedingly well and the results are excellent.

HIS FIRST TOAST.

"Mr. Toastmaster and Gentlemen," said the young man who was facing a crowd of listeners for the first time, "impressed by the—ah—importance of this occasion, I prepared a speech to—ah—be delivered here this evening and—ah—I would be very glad to—to—ah—give it to you, but I have forgotten it. (Loud applause.) I would read it to you from the manuscript if I had not—ah—unfortunately left it in my room at the hotel. [Cries of 'Good, Good!'] But I have telephoned for it and—ah—a messenger is on his way here with it. I expect him at any minute. In the—ah—meantime I will say that it—ah—gives me great pleasure to be with you to-night. I am—ah—highly honoured and—ah—I assure you that— "

"If the gentleman will pardon me for a moment,' interrupted the toast-master, "I have an announcement to make that will be of interest to him. Word has just come by telephone that the messenger who was bringing his speech was run over by an automobile and the manuscript has been lost."

After the tumultuous applause had been stilled a resolution of sympathy for the chauffeur was offered and passed with a whoop.

THE HORSE, THE DOG AND THE MAN.

The following verses, dedicated to some supporters of the S.P.C.A., recently appeared in the *Chicago Record-Herald*:—

The horse and the dog had tamed a man and
fastened him to a fence,
Said the horse to the dog, "For the life of me,
I don't see a bit of sense
In letting him have the thumbs that grow at the
side of his hands, do you?"
And the dog looked solemn and shook his
head, and said, "I'm a goat if I do."
The poor man groaned and tried to get loose
and sadly begged them, Stay!
"You will rob me of things for which I have
use, by cutting my thumbs away!
You will spoil my looks, you will cause me
pain! Ah, why would you treat me so
As I am, God made me, and He knows best!
O, masters, pray let me go!"
The dog laughed out, and the horse replied,
"Oh, the cutting won't hurt you, see?
We'll have a hot iron to clap right on, as you
did in your docking of me!
God gave you your thumbs and all, but still,
the Creator, you know, may fail
To do the artistic things, as he did in the
furnishing me with a tail!"
So they bound the man and cut off his thumbs
and were deaf to his pitiful cries;
And they seared the stumps and they viewed
their work through happy and dazzled
eyes.
"How trim he appears," the horse exclaimed,
"since his awkward thumbs are gone!
For the life of me I cannot see why the Lord
ever put them on!"
"Still, it seems to me," the dog replied, "that
there's something else to do;
His ears look rather long for me, and how do
they look to you?"
The man cried out, "Oh, spare my ears! God
fashioned them as you see,
And if you'll apply your knife to them, you'll
surely disfigure me!"
"But you didn't disfigure me, you know," the
dog decisively said,
"When you bound me fast and trimmed my
ears down close to the top of my head!"
So they let him moan and they let him groan
while they cropped his ears away,
And they praised his looks when they let him
up, and proud indeed were they!
But that was years and years ago, in an unenlightened age!
Such things are ended now, you know, we've
reached a higher stage!
The ears and thumbs God gave to man are his
to keep and wear,
And the cruel horse and dog look on, and never
appear to care!

CASUAL CRITIC.

COLOUR-VISION AT SEA.

SHIPS' OFFICERS' DISABILITIES—LOCAL COMBINATION REQUIRED.

11th inst.

A shipping correspondent writes:—One of the disadvantages under which officers of the British Mercantile Marine in Hongkong labour, is the absence of a local organisation through whose medium united expression might be given to the views obtaining locally on various matters affecting their interests from time to time. Some years ago there was a British Mercantile Marine Officers' Association in Hongkong. Unfortunately, that Association has passed out of existence, but it will always be remembered for the important work it did, assisted by the *Hongkong Telegraph*, in connection with the carrying through of the local Sunday Labour Ordinance, which has since been adopted as a model by all British Crown Colonies in framing legislation to prohibit unnecessary Sunday labour on vessels in port. That achievement forms a good instance of the efficacy of combined action.

Just as Sunday labour was the crying question some fifteen years ago, so to-day the attention of British mercantile marine officers is focussed upon the need for a revision of the examination tests for colour-vision at sea. The majority of officers in the Fast East are members of the "

MERCHANT SERVICE GUILD,

a body which has done yeoman service for its constituents and remains fully alert on all questions affecting their interests. The Guild has just completed a successful fight with the Board of Trade in the famous Trattles case, where the point at issue, though one of colour-vision pure and simple, involved the whole question of the Board of Trade methods of examination of officers for the detection of colour blindness. The Trattles case has passed through so many stages of official inquiry and has obtained such publicity both in the Home Press and in Parliament that it is hardly necessary to review the facts of the case. It is sufficient to state that Mr. Trattles, who had been twice failed for colour-vision and ordered to surrender his second mate's ticket, was ultimately subjected to a severe test of ability on the Thames by direction of the special Court of Inquiry which sat on his case and that he came through the ordeal triumphantly.

THE WOOL TEST.

As a result of this case, it is probable that pressure will be brought to bear upon the Board of Trade for a replacement of the effete wool test for colour-vision by a more rational method. For the benefit of the general public it should be mentioned that the present system of testing colour-vision is to hand to the candidate a tag of coloured wool and ask him to pick out the shades that match with it from a mixed assortment of wools set before him. These examinations are conducted indoors and in the testing process many shades of colours are employed that would never enter into the purview of an officer on the bridge at sea, where the sole colour-vision requirement imposed upon him is the ability to distinguish a green light from a red light and a white light from both.

In his judgment, Sir Francis Mowatt, who presided over the Board of Inquiry in Trattles' case, said:—"I do not think that the selection of wools by daylight, as I saw the test applied, affords a conclusive test of a man's ability

TO PICK UP LIGHTS

at night under the open sky, or to distinguish between the three colours in use at sea."

An English shipping paper declares that this investigation has demonstrated the total unsuitability of the existing scientific tests for discovering whether a candidate's colour-vision is sufficiently normal to permit him to navigate. Settling such a point must rest on the Board of Trade, and nothing short of a total change in the present system of colour examination can be satisfactory. Another commentator makes the pungent remark that dog fanciers ought not to be set to judge canaries even though the dog fanciers may be able to write F.R.S. after their name.

A TEST FOR DRAPERS.

At the annual meeting of the Merchants Service Guild, Lord Muskerry who has done so much in the House of Lords to champion the cause of the Guild said:—There is not the slightest doubt that the whole system of testing for colour-vision ought to be radically altered, and with a view to preventing further injustice, I am prepared to do what I can in assisting you to bring this about. The very fact of the Board of Trade remitting an officer for examination in colour-vision to two examiners who had previously failed him is a sample of the sorry treatment you receive at the hands of those who, did they realise and perform their duty towards the country, should protect and encourage rather than harass the Captains and Officers on whom the efficiency of the Merchant Service so much depends. As events have proved, this colour-vision test should be carried out in a practical way. You are officers of ships, and not draper's assistants. If you can distinguish quickly and accurately the lights at sea—as Mr. Trattles can—you, obviously so far as colour-vision is concerned, are competent for the position which you occupy.

From what appears above it is apparent that the Merchant Shipping Guild are not going to let the grass grow under their feet in taking steps to get this crying injustice removed, and one cannot but regret that Hongkong's united support cannot be conveyed through a local Mercantile Marine Association of our own.

LAUNCH AT KOWLOON.

11th inst.

This morning, there was launched from the Kowloon Yard of the Hongkong and Whampoa Dock Company, Ltd., a 70-feet composite steam-launch which has been built to the order of Messrs. Jardine, Matheson & Co. The craft is specially designed for Harbour usage. As the trim little vessel took the water she was christened the "Thistle" by Miss Cunningham. Among those present at the launching ceremony were Hon. Mr. Henry Keswick and Mr. R. M. Dyer, Chief Manager of the Docks.

RAUB AUST. G. M. CO.

REPORT FOR THE FOUR WEEKS ENDING MAY 21ST, 1910.

BUKIT KOMAN MINES.

Main Shaft. The Cornish Plunger Pump has been fixed at No. 6 level, and is now working satisfactorily. Preparations are now being made to place an 8 in. Bucket Pump below the No. 6 level. When this is completed sinking of the shaft will be resumed.

440 ft. Level N. Main drive advanced 23 ft. total 509 ft.

440 ft. Level N. Intermediate drive in Stope, advanced 13 ft. total distance from Winze 146 ft. This drive has now reached the extremity of the ore shute N.; some good patches of stone were met with during the four weeks under review.

440 ft. Level S.; the drives on Foot-wall portion of the lode, from the main south stope, were further extended 20 ft., giving a total driven on the lode at this point of 61 ft. nothing of value has been discovered.

The Intermediate drives N. and S. from the Winze E. of shaft (Drives between the 440 ft. and 640 ft. levels) are opening some very fair stoping ground.

540 ft. Level S. Main drive advanced 7 ft. total 223 ft.; lode assaying 2.30 dwts. per ton for the width of drive.

540 ft. Level N.; drive on Foot-wall lode advanced 13 ft., total 86 ft. from Winze. This drive is now about 210 ft. N. of Main Shaft. The lode has been of good quality during the driving of at least the last 50 ft. This drive is opening good stoping ground, and seeing it is the deepest point in the Mine, it speaks well for the future. The average assay value for the four weeks is 8.30 dwts. for a width of 22 inches.

There has been a falling off in the "footage" in the No. 6 level in the four weeks under review, the cause being the accumulation of water in this level during the time occupied in disconnecting the Bucket Pumps and connecting the Plunger Pump. The water however will be pumped out in the course of a few days.

			tons		dwts
Stopes	440 ft.	Level N.	636	assaying	9.63
,,	440 ft.	,, S.	396	,,	6.60
,,	Intermediate		190	,,	8.64
,,	540 ft.	Level S.	190	,,	8.40
,,	540 ft.	,, N.	93	,,	9.36

In this tonnage the stone from the Intermediate drives is included, also the stone from the 540 ft. Drive N.

STOPE MINE.

160 ft. Level N. Main drive advanced 16 ft. total 428 ft. The value remains about the same as when last reported on.

160 ft. Level S. No. 3 Winze has been sunk to a depth of 104 ft., and at this point connected with the 260 ft. S. from "Anderson's" Shaft.

Drives N. and S. have been commenced on the "W. Branch" from the cross-cut in which No. 1 Winze is sunk; in fact No. 1 Winze was sunk on this "Branch" from the 160 ft. to the 260 ft. level. These drives have been extended 54 ft., on the lode, with excellent results. To the N. 27 ft. were driven, the average assay being 25.25 dwts over a width of 48 inches; to the S. 27 ft. also were driven, the lode assaying 12.86 dwts for the 48 inches in width. These drives are opening a good piece of stoping ground; this W. Branch being intact for a considerable height above the 160 ft. level.

In the 160 ft. level stope some "prospecting" has been carried out on the Main lode S., and on "Branches" discovered in cross-cutting for re-filling.

The Stopes above the 160 ft. level produced from the northern end 707 tons, assaying 15.28 dwts per ton, and from the southern end 487 tons assaying 5 dwts per ton.

The Air Shaft from surface was connected with the 160 ft. level stope at a depth of 74 ft. Through this shaft, the "Dump" at "Anderson's" shaft, is being sent into the 160 ft. level stope for re-filling.

ANDERSON'S.

260 ft. Level N.; but little has been done in the drive during the month, the men being engaged in cross-cutting E. and W. to ascertain if any lode had been allowed to stand in the sides of the drive; nothing being discovered by these cross-cuts, the driving of the Main drive has been resumed.

260 ft. Level S. The men from this drive have been occupied in cross-cutting E. to connect with the Winze, and W. to see if any portion of the lode remained in that direction.

260 ft. Level S. on E. Lode advanced 15 ft., total 67 ft.; the lode assaying 1.47 dwts for the width of drive.

Stopes N. on Main Lode produced 140 tons, assaying 6.60 dwts. per ton N. on W. Branch 96 tons assaying 15.15 dwts. per ton. N. on W. Branch 129 tons assaying 0.90 dwt. per ton, and the S. stope 164 tons assaying 6.65 dwts per ton, this also on W. Branch.

MILLING SHEET.

Bakit Koman: 40 stamps ran 28.16 days. Loss of 4.84 days caused by breaking of "Cam Shaft" and a "heated bearing" at Sampan Power Station, cleaning up, &c.

	tons.	tons.
Stone Crushed Bukit Koman	1,444	
Stope	912	
Anderson	155	2,510
Huntington Mill ran 25.42 days.		
Stone Crushed Bukit Koman	194	
Stope & Anderson	207	401
	Total	2,931
Producing Amalgam	2,860	ozs.
Retort gold	1,128	,,
Bullion	1,118.137	,,
Average yield per ton	7.629	dwts.
,, value of tailings	1.3	,,

BUKIT MALACCA.

No. 1 Mill ran 10.5 days	Crushing 401 tons of stone from Stope & Anderson Mines	No. 1 Mill.
,, 2 ,, ,, 10 ,,		No. 2 Mill.
Producing Amalgam	247 ozs.	Total.
Retort gold	98 ,,	
Bullion	95 ,,	
Grit Mills produced Amalgam	69 ozs.	
Report gold	26 ,,	
Bullion	25 ,,	
Distillation of Mercury produced	7.5 ozs. Bullion.	
Total Bullion	1,245.637 ozs.	
Totals: Tons crushed	3,352	
Amalgam	3,107 ozs.	
Retort gold	1,224 ,,	
Bullion	1,215.137 ozs.	
Average fineness	918.784	
,, yield per ton	7.284 dwts.	

WM. J. OATES, Manager.

PRAYING FOR RAIN.

CHINESE THANKSGIVING.

In connection with the elaborate ceremonies that took place in the New Territory recently whilst the Chinese were praying for rain, it is a remarkable fact that the much [illegible] fall begin on the 25th day of [illegible] was the date predicted by the [illegible] the beginning of the rains. After [illegible] the weather occurred, a procession [illegible] some 300 people made [illegible] to the various temples in the [illegible] thanksgiving.

Canton Opium Monopoly.

GOVERNMENT TAKES ACTION.

REPRESENTATIONS BY THE CHAMBER OF COMMERCE AND CHINA ASSOCIATION

13th inst.

The gravity of the action of the Canton Provincial Government in instituting the Opium Monopoly in Canton and South China was not one whit exaggerated in the columns of the *Hongkong Telegraph* when we brought to public notice the enforcement of the deferred monopoly in the Southern capital on the 7th inst. Thanks to the watchfulness of the British firms engaged in this trade, which bulks so large in the statistics of the port, they have gone about in a campaign to defeat the prejudicial effects of the revived scheme to keep out Indian opium from South China with a determination that should not fall of ultimate success in spite of the obstructiveness offered in quarters least calculated to be apathetic to British commercial interests.

Unlike his predecessors in Canton the official in charge of British tradal interests now at Shameen, unfortunately, does not see eye to eye with the Hongkong merchants as to the illegal character of the new imposition in Canton euphemistically termed a licence fee which Kwong Wing Yuen is empowered to levy upon every chest of raw opium entering Canton.

THE CONSUL-GENERAL'S ARGUMENT

is to the effect that the $7.50 charged per ball is on all opium for consumption in Canton. He holds that the opium passing out of Canton is exempt from the preposterous tax which is a distinct violation, as has been shown, of the Additional Articles to the Peking Opium Convention. Needless to say, in advancing that argument, against the Hongkong merchants' representations, the Consul was probably reiterating the contention urged by the Chinese Authorities in justifying the latest prohibitive taxation.

Our latest information from Canton is that the licence fee is exacted not only on opium actually consumed in the City and environs, but it is also collected on opium destined to find its way into the large prefectural districts as well. Obviously, where Chinese witnesses are concerned it is impossible to obtain documentary evidence that such is the case, but those engaged in the trade have every reason to depend upon their information as to the correctness of the report advised from Canton.

A COLLATERAL EVIDENCE

is found in the fact that, for the last two months' clearances have been practically at a standstill. As compared with the previous period they have fallen off by quite seventy-five per cent. The result is that the stock in hand is an abnormally large one, as summarized below:—

	In Hongkong.	Shanghai.	India.
Malwa, chests,	3,000	5,100	1,500
Bengal, "	4,000	4,550	6,000
Total, chests	7,000	9,650	7,500

that is, a grand total of 25,150 chests, or over fifty million dollars in value. For the Bengal opium in stock in Calcutta, the purchasing firms have already paid their cost to the Indian Treasury while the duty on Malwa has been similarly paid to the Indian Government. Fifty million dollars to be tied up in a single commodity is a sufficiently colossal sum to demonstrate the importance of the trade as affected by the monopolistic legislation in Canton.

THE CHAMBER OF COMMERCE.

At the meeting last week of the General Committee of the Hongkong General Chamber of Commence it was decided, as reported in these columns, to support the representations of the Bombay firm in Hongkong dealing in raw opium. The support took the shape of despatches addressed to His Excellency the Officer Administering the Government, telegrams to Peking and to the London General Chamber of Commerce invoking the assistance of the parent association in a forceful representation to the Foreign Office.

HONGKONG GOVERNMENT MOVES.

Realising the importance of prompt action, we understand that the Colonial Secretary has telegraphed to H.B.M. Charge d'Affaires at Peking in the sense desired by the Chamber of Commerce, and, in a telegraphic despatch to the Secretary of State for the Colonies, has given all the weight of its influence to the cause of the Hongkong merchants.

THE CHINA ASSOCIATION.

In the article which appeared in Friday's issue of the *Telegraph* relative to the Opium Question we said that "whilst the Committee of the Chamber of Commerce is lending its full support to the claims of the British merchants in Hongkong, the assistance of the local branch of the China Association has also been invoked in the same direction, and we have reason to believe that the Association are about to take such steps as will, in the opinion of the Committee, make effective their representations to the Foreign Office in London".

From information received this morning we understand that the local branch of the China Association have wired to the London Committee pointing out that the situation created by the present attempt to establish an opium monopoly in Canton is, broadly speaking, similar to the attempt made in September, 1908, and then defeated by prompt Consular representations. At that time the action of the British authorities created the impression that they were prepared to uphold the existing Treaty regulations; and upon the strength of this belief Indian merchants have since made their purchases from the Indian Government. The local branch of the China Association take up the position that nothing has happened since 1908 to justify any change in the official attitude.

On the occasion above referred to the telegram despatched to the London Committee stated that the Kwangtung authorities had issued a notification placing restrictions upon opium, calculated to create a monopoly and seriously threatening the British India trade; and begged the Committee to make representations to the effect that the reduction in the export of opium from India did not alter the existing Treaty obligations governing the conditions of sale.

When those representations were made in 1908 they received the support of the then British Consul-General at Canton and had the desired effect of defeating the Viceregal intention of evading Treaty obligations. In the present crisis, however, the Consul-General now at Canton appears to have approved tacitly of the imposition of this new taxation on his own reading of the Convention irrespective of those Treaty rights that have already been established beyond dubiety by means of Great Britain's representations and protests.

So far as

THE HONGKONG OPIUM FARM

is concerned, we are reliably informed that it is not affected by the monopoly in Canton. As a result of the closing of the opium-smoking divans and the temporary exodus of a large number of Chinese from Hongkong the quantity of prepared opium sold by the new Opium Farmers dropped to about 800 taels a day, against 1,500 taels sold by the old Farmers. During the past two weeks, however, the lessees of the opium privilege in Hongkong appear to be making up lost ground, and it is reported that the sales have steadily crept up to 1,400 taels a day, at which they now stand.

AND THE HONGKONG FARM.

14th inst.

In our article yesterday dealing with the Canton opium monopoly, it was stated that "as a result of the closing of the opium-smoking divans and temporary exodus of a large number of Chinese from Hongkong the quantity of prepared opium sold by the new Opium Farmers dropped to about 800 taels a day, against 1,500 taels sold by the old Farmers. During the past two weeks, however, the lessees of the opium privilege in Hongkong appear to be making up lost ground, and it is reported that the sales have steadily crept up to 1,400 taels a day, at which they now stand."

We have since been informed by the Opium Farmer that the actual amount of sales at present is very much over-stated when put at 1,400 taels per day. So far as the monopoly goes, the Farmer agrees that it is in direct defiance of the spirit of the Chefoo Convention, but asserts that it cannot affect him in any considerable way except as regards the influence which it would have upon smuggling operations between Canton and Hongkong. The opium market, it is averred, is suffering all round from the results of over-speculation, the effects of which are to be observed even in Shanghai, Amoy and Foochow where no monopoly exists.

OPIUM ON "KUMERIC."

Customs secret service agents on Thursday night last seized ten tins of prepared opium on board the Bank line freighter *Kumeric*, now discharging at one of the government piers at Manila. The Chinese second compradore of the vessel, who was caught in the act of selling the stuff to a Filipino, is under arrest.

MOTION FOR CONTEMPT OF COURT.

JUDGMENT BY THE CHIEF JUSTICE.

14th inst.

In the Supreme Court this morning, the Chief Justice, Sir Francis Piggott, delivered judgment in the matter of the estate of Pang Sing Yui, deceased, when Mr. M. W. Slade, K.C., moved for an injunction that Pang Chung Yui and Pang Ng Shi be committed to prison for contempt of Court in interfering with the management and control of Mr. J. H. Seth as receiver and manager of the A Dai shop of 29, Hing Lung Street; and that the defendants, their servants and agents, be restrained by order and injunction of the Court from incurring any debt or debts in respect of the business of the A Dai shop, and from carrying on or in any manner interfering in or intermeddling with, the said business or any of the monies, property, assets, or off its thereof, or the management or control of Mr. Seth as receiver and manager, and from entering upon the premises of the shop until judgment in the action or until further notice.

Mr. M. W. Slade, K.C., instructed by Mr. Johnson, of Messrs Deneys and Bowley, appeared in support of the motion on behalf of Pang Chun Toog, the plaintiff, Mr. Eldon Potter, instructed by Mr. F. X Almada, of Messrs. Almada and Smith, appeared for Pang Chung Yui and Mr. C. G. Alabaster, instructed by Mr. C. Wilson, of Messrs. Hastings and Hastings, represented Pang Ng Shi.

His Lordship, in the course of his judgment, said that he was not sorry for the discussion which arose in that action. The practice of appointing Receivers had got a little out of hand. The appointment of a Receiver in an action was, in many cases a matter of convenience to the plaintiff in the action but in some cases it proved most injurious to the defendant. He was not going to make any order just then but he suggested that the Receiver should draw up a report within a period of fifteen days making clear all the points and he would then consider the report and later give judgment. From the remarks dropped by Counsel, it was almost suggested that the case had already been won by the plaintiff. No doubt, the Receiver had been irritated by the interference of the defendants in the ordinary course of his old-established business. The Receiver, however, was in a difficult position when he brought the action. He came into that Court after having deprived the defendants of their allowance instead of applying to the Court to withdraw the allowance. Unfortunately, cases of that nature were common in the Colony. His view of the matter was, and it appeared to him it was the most just method of dealing with the case having regard to all the circumstances, was that defendants should continue in the management of the A Dai shop with an allowance of $50 a month less the amount to be deducted by the Receiver. He was of opinion that the ordinary family arrangement of the shop must go on. His view of the question was that if a person sought to upset a business, it was impossible for him to do so until the rights of the respective parties had been finally decided. With regard to the old lady, he found that she had nothing to do with the matter, and therefore he would not make a special order as regarded her. With regard to the question of costs, the costs of the motion would be the costs of the cause, which meant that if plaintiff won, he would get his costs, but the defendant Pang Chung Yui would get his costs in any case. He would vary that if necessary.

"PROTESILAUS" TROUBLES.

CHINESE IMMIGRANTS TO CANADA.

For carrying too many Chinese the Blue Funnel steamer *Protesilaus* was forced into breaking the law and was liable to a fine of from $7,000 to $12,000 upon her return to Victoria, B.C., from Tacoma and Seattle.

When the *Protesilaus* landed at the outer wharf at Victoria upon the voyage in question she disembarked 326 Chinese, of whom 190 were booked as newcomers liable to the poll tax of $500, and $15,000 had been

PAID TO HONGKONG

for the Victoria custom officials. The remainder had been booked as returning men and others exempt from the tax as students, merchants and sons of merchants under the regulations.

On examination by the customs officials, it was soon shown that but 68 of them were entitled to enter the Dominion free while the other 68 were refused landing and the majority of them tendered the head tax of $500.

Under the immigration regulations it is provided that steamers are permitted to carry but one immigrant for every 50 tons of the registered capacity of the vessel.

The *Protesilaus* is a steamer of 9,527 tons register, and with the 190 newcomers paying the tax her limit was reached. Consequently the immigration officials refused to permit the landing of the others unable to prove their

RIGHT TO FREE ENTRY

although they are willing to pay the head tax, therefore the Chinese were held by the Immigration officials.

The Chinese were brought in good faith by the officials of the *Protesilaus*, and it did not develop until after the vessel had left the harbour that the 68 had no right to free entry. If the vessel is held to be liable, and is fined $200 for each Chinaman, the fines levied will reach the sum of $13,600.

It is stated that the big movement of Chinese to Canada is due to the rumours spread about Canton that the Dominion of Canada was about to raise the poll tax from $500 to $1,000

BLAKE PIER AMENITIES.

THOSE SEATS!

13th inst.

Since the public seats were placed on Blake Pier some months ago, numerous complaints have been ventilated in our columns anent the daily appropriation of these conveniences by undesirable classes of coolies and loafers, whose presence prevents the seats from being used by the very people for whose benefit they were placed there. Ever since Blake Pier was opened there had been a continuous call for the provision of seats for the use of tourists, steamboat passengers and others whose business took them to the Pier, and it was only after long agitation that the authorities did cause the present seats to be fitted up. But now that the seats have been at last erected, they are found to serve very little purpose, being almost constantly monopolised by an undesirable section of the population, to the exclusion of *bona fide* users of the Pier—especially ladies and children awaiting launches.

So clamant became the demands for redress of the nuisance that one would have expected to see stringent measures adopted by the Police to effect this and yet as time passed on and yet no signs of improvement were apparent the public naturally felt that some explanation should be forthcoming. The explanation is, that as a matter of fact the Police have no power at present to order away anyone who chooses to utilise the Pier seats so long as he is not disorderly or unseemly in his conduct. In the latter instance such contravention can be dealt with under the Public Piers Ordinance. It was only last year that an amendment of the regulations under this Ordinance was made so as to prevent the practice of sitting on the Pier railings. Previous to that regulation being passed, coolies were in the habit of foregathering on Blake Pier by the score and perching themselves on the top bar of the railings, which were frequently bent and besmirched with filth as a result of the impunity from Police interference that they enjoyed in their improvised sea-side resort. In that case the authorities were equally slow of motion in taking steps to get the matter rectified.

So far as the proper regulation of the use of the Pier seats is concerned, the Police are in no way to blame. The fault lies with the Government in failing to frame the necessary rules for ensuring good order. What surprises one is that the coolies who frequent the Pier seem to know the powerlessness of the Police to interfere with them and frequently indulge in the fascinating game of "cheeking" the officer who endeavours to put into operation the little authority that he does possess. In one instance three youths—and these were schoolboys who ought to have known better—were actually charged with disorderly conduct, but in the absence of proper regulations under the Ordinance the case had to be abandoned.

It is, at any rate, satisfactory to learn that the authorities are now taking steps to introduce such amendments in the regulations as will serve to abolish the misuse of the Blake Pier seats. The new rules, it is expected, will come into force next month.

WATER POLO.

MATCH BETWEEN V.R.C. TEAMS.

On Saturday a water-polo contest took place at Stonecutter's Island between teams representing the Victoria Recreation Club, consisting of the Whites and Blues. In the first half of the game, Rodriguez, of the former team, dropped out of the game on account of cramp but returned to his place in the second half, when the Whites succeeded in increasing their score. The game resulted in a win for the Whites by three goals to one. A. H. Carroll was responsible for two goals for the Whites and A. S. Ellis the remaining one, while for the vanquished team, A. V. Barros and E. de Leitao each contributed one goal. The teams were composed as follows:—

WHITES.

A. H. Carroll (Capt.), J.M. Roza Pereira, A. S. Ellis, C. A. C. Rodriguez, J. M. C. Lopes, R. A. Carvalho, M. A. R. Souza.

BLUES.

A. V. Barros (Capt.), B. A. Lammert, F. L. Roza, E. de Leitao, F. K. Tata, I. E. Chunyut.

THE FUNERAL OF KING EDWARD.

FLORAL TRIBUTES FROM THE FAR EAST.

Unique tributes were sent by his Imperial Majesty the Emperor of China and his Imperial Highness the Prince Regent of China. These two tokens of sympathy and mourning were identical in shape. They consisted of chaplets of solid silver, worked most artistically in the shape of roses, lilies, and laurel leaves. Each was tied with a broad red sash, the Chinese mourning colour, from which was pendant the Imperial Dragon of China, also in solid silver. That of the Emperor bore the words, "With sincere condolence from his Imperial Majesty the Emperor of China." The inscription was repeated in Chinese characters, and in both cases the words were in golden letters. The Prince Regent's inscription was identical in word and design, with the substitution of the words "Prince Regent" for "The Emperor." His Imperial Highness Prince Tsai-tao, the Special Ambassador of the Emperor of China, sent a magnificent wreath 6 ft. square, composed of lilies, orchids, white roses, and palms, with the words, "With respectful condolences from his Imperial Highness Prince Tsai-tao." An exactly similar wreath was sent by his Imperial Highness Prince Ching, both wreaths being tied with broad red sashes. The Chinese Ambassador was also represented by a four-feet wreath of orchids and roses tied with red ribbon.

THE UNREST IN CHINA.

DEMAND FOR A PARLIAMENT.

Peking, June 7.

Eighty delegates representing the provinces and communities over-sea will memorialize the Throne to-morrow, again demanding that a Parliament be established immediately. The delegates are confident of success. Eight of them express determination to succeed or to commit suicide. The agitation has overshadowed the general interest in the unrest in China.

It is reported that malcontents are endeavouring to gain over the provincial soldiers. Consequently the Government has ordered the removal of breech-blocks from guns and the bolts from rifles in various provinces. Staunch Government troops are in readiness to be transferred to disaffected districts. These and other precautions are reducing greatly the possibility of a dangerous rising.—*N. C. D. News.*

A DEFERRED PETITION.

Peking, June 8.

The presentation of the memorial asking for the speedier summoning of a Parliament, which was to have taken place to-day, has been postponed. The memorial will probably be presented on June 16.

PUBLIC COMPANIES.

STRUCK OFF THE REGISTER.

The names of the following companies have been struck off the register, *viz.*:—The Shanghai Carrying Company, Ltd., Hongkong Coal and Minerals Company, Ltd., Tung Sang Yu Newchwang Bean Oil Manufacturing Company, Ltd., Man Ying Land Investment and Agency Company, Ltd., Chungking Trading Company, Ltd., Tours of the World (Eastern), Ltd., Hoi Sun Printing and Publishing Company, Ltd., Sing On Steamship Company, Ltd., Cottam and Company, Ltd., Hongkong and South China Trading Company, Ltd., Heng Fung Flour Mill Company, Ltd., China Fishing Company, Ltd., Kwong Shun Steam Boat Company, Ltd., Oriental Union Fire Insurance Company, Ltd., and Hill Remedy Company, Ltd.

JOHORE RUBBER ESTATES.

MR. LAMPARD'S REPORT ON TAPPING PROSPECTS.

The fourth annual general meeting of shareholders of the Rubber Estates of Johore, Ltd., was held on May 11, Sir Frank Swettenham, G.C.M.G., presiding.

The chairman, in the course of his address, said: The accounts show that the Co. spent £86,732 7s., up to December 31 last, and there was still 5s. a share uncalled on the issued capital of the company. With 3,381 acres of rubber, varying from nine months to three years old, we were spending about £30,000 a year, and the uncalled capital represented £28,750. It was, therefore, evident that further capital would have to be raised to bring the planted area into bearing, and, in order to secure the 25,000 acres comprised in our concession, it would also be necessary to clear and plant another 1,619 acres of forest.

In December, an offer was made to us to purchase 1,488 acres already planted, together with 3,444 acres of forest, and we accepted £61,500, which has now been paid, for that land, on condition that the purchaser cleared and planted with rubber another 1,000 acres. The cash so obtained would, we considered, be sufficient to bring our remaining 1,891 acres of rubber into bearing, to supply and equip a factory, and possibly enable us to open and plant another 600 acres of forest. Quite recently, as you are aware, we have agreed to dispose of 5,033 acres of forest, known as the North Labis Block, on condition that a company should be formed to clear and plant at least 1,000 acres, and that 20,132 shares of £1 each in that company should be allotted to the Rubber Estates of Johore in payment for the land; that is to say, we have sold the land at the nominal price of £4 per acre, taken wholly in shares. I may say that the board decided to make this sale on these terms because the Rubber Plantations Investment Trust were the purchasers, and we felt that the trust is specially qualified to make this new company a success. As we take the whole of the purchase price in shares, we shall retain a very considerable interest in what we hope will prove a sound and successful enterprise.

ACREAGE.

From what I have said, you will understand that we have now nearly 1,900 acres of rubber, the possession of another 13,000 acres of selected land is assured to us on exceptionally favourable terms. We have all the capital we can possibly want, and we have a large share interest in a strong company which starts under favourable auspices and will be managed by men of great experience and ability in dealing with the growth and production of plantation rubber.

Since the directors' report was published we have received a letter of the deepest interest from Mr. Lampard, who says that the soil in which the rubber is planted will grow as good trees as any other place in the F. M. S., and that the growth to-day is excellent and equal to that of rubber in the Negri Sembilan. The estates are clean, with the exception of 373 acres which require additional hands to put those fields in order, and instructions have been cabled to engage Chinese to do this work. Mr. Lampard attributes the weeds to the faulty construction of three railway culverts, about which there has been a great deal of correspondence. One culvert had been rebuilt, the second was, at the time of writing, half finished, and the third will also be done. There are comparatively few signs of fomes on these estates, and Mr. Lampard is satisfied that with reasonable care this pest can be kept in check, and he tells us that when the rubber is about six years old fomes disappears. The hospital is reported to be the best seen on any estate in the F. M. S. and the health of the staff and labour force has improved.

TAPPING.

Mr. Lampard's report on the tapping prospects will be of the utmost interest to shareholders. He has gone into it very fully and very carefully, and he tells us that tapping can be commenced on 160 acres in June of next year, and that 7,600 lbs., should be secured by December 31. In 1912 over 1,000 acres will be tappable and should yield 120,000 lbs. of rubber. Mr. Lampard's estimate for 1912 is 276,560 lbs. A good many of the trees planted in Sungei Senarut in April-May, 1907, are already 18 ins. in girth at 3 feet from the ground. What is required at present is to increase the labour force and to make early preparations for the construction of a factory and the installation of the necessary machinery. These matters will be attended to. After making eulogistic reference to the service of the manager and his staff, the chairman moved that the report and accounts as presented be adopted.

Mr. Noel Trotter seconded and Mr. Crawley asked if there was any likelihood of calling up the liability of 5s. per share.

The Chairman: The cash we have, we think, is sufficient to bring the present planted acreage into bearing and to construct the factory. If we extend further, it is possible that that extra 5s. may be wanted.

The resolution was then put to the meeting and carried unanimously. Mr. Noel Trotter was elected a member of the board and Messrs. McAuliffe, Davis and Hope were unanimously re-elected auditors.

The proceedings then terminated.

FINANCES.

The balance-sheet of the Rubber Estates of Johore Limited, for the year to December 31, shows the following items: Debit—Issued shares of £1 each, 10,000 being fully paid and 115,000 being 15s. paid less £172 calls unpaid, £96,078; sundry creditors and bills payable, £5,194; total £101,172. Credit purchase of property, £10,000; preliminary expenses £1,934; land prospecting and selecting and survey fees, less amount recovered (including £458 expenditure for year 1909) £1,729; development expenditure (including £30,571 expenditure for year 1909) £75,295; buildings, £3,448; furniture, £550; Singapore agency charges (including £111 expenditure for year 1909), £712; London charges (including £1,259 expenditure for year 1909, but less £170; interest and transfer fees, £3,064; debtors and materials, £618; coast advances, £61; cash at bank and in hand, £5,837; total £101,172.

RIOT ON THE S.S. "FRANKBY."

FIGHT BETWEEN CHINESE AND EUROPEAN SAILORS.

On Thursday evening last, says the *Manila Times*, a fight occurred on board the British steamer *Frankby*, lying in Manila Bay, between the Europeans and Chinese sailors who constituted her crew. The fight rapidly developed into a race riot, and the police were called but the ship's officers had the affair under control before they arrived. The origin of the fight seems to be something of a mystery, but it appears that there had been

BAD BLOOD

between the Europeans and Chinese for some time, and the culmination came when some one threw a panulkin of water on a passing Chinese, and the fight was on.

Hammers, hatchets, knives and various other weapons were used. The Chinese chased the European contingent into the forecastle, brandishing hatchets and knives, the door was quickly slammed shut by the beseiged, and the beseigers proceeded to chop the door down to get at their prey.

The Chinese were thoroughly aroused, having been imbibing large quantities of samshu, so the European sailors say; and for a long time paid no attention to the commands of the ship's officers who attempted to quell the riot. When the Captain

BRANDISHED A REVOLVER

threatening to shoot if the men did not desist, several of the Chinamen cried out to shoot, that they were not afraid. It was stated by the Europeans who came ashore next morning that the forecastle was covered with blood, and that one of their number, the ship's carpenter, was in his bunk, unable to come ashore to the British Consulate to testify, because of wounds received at the hands of the belligerent Chinese.

CONSUL TO INVESTIGATE.

The men who went ashore to present their case to the British consul stated that they were afraid to return to the vessel for duty as the Chinese had threatened that they would kill them in their bunks.

The police were notified and a launch went out to the ship with the reserves from the Luneta Police station, but the affair was all over by the time the police arrived.

There was a hearing before the British consul next morning and the statement given out from there was to the effect that the matter would be investigated.

BULLION.

Messrs. Samuel Montagu & Co.'s circular, dated London May 19, contains the following.

Gold.—The bar gold available amounted to £700,000, of which the Bank of England secured about £200,000, and the remainder was divided between India and the Continent.

The following amounts were received by the Bank:—

May 12	£119,000	in bar gold.
" 13	9,000	in bar gold.
" 17	10,000	in bar gold.
" 17	24,000	in sovereigns from Australia.
" 18	54,000	in bar gold.

Withdrawals were made as under:—

May 13	£ 5,000	in sovereigns for Batavia.
" 14	50,000	in sovereigns for Java.
" 18	150,000	in sovereigns for Holland.
" 18	35,000	in sovereigns for South America.

The net efflux during the week is £24,000.

As pre-arranged, the sum of £100,000 which arrived from Egypt, was set aside for the Indian currency reserve.

Silver.—The market shows no animation. Prices are maintained principally by speculative purchases for Indian operators. Were these transactions the outcome of a widespread movement there would be naturally a certain amount of competition to import life into the market.

Such conditions, however, do not obtain at the present time; supplies are being mopped up, brought under one control, and when delivered, not shipped, but stored.

Quite apart from the question whether such operations have the element of success or not their very "one horse" character generates a certain amount of distrust as to the daily outlook, and induces ordinary dealers in silver to abstain from taking too confident a view, and to confine themselves chiefly to their daily needs.

The presence of a considerable and increasing stock of silver in London, largely called into being by a suppositional demand for India at a later date (either for coinage or for a larger offtake upcountry) acts as a "wet blanket" even though the future of silver may turn out as rosy as certain quarters anticipate.

The Monsoon has broken at Colombo and in a few weeks time we may expect news as to Indian prospects.

The India Council Bills and T. T.'s are less sought after; this week telegraphic transfers were secured below 1s. 4d.—namely, 12 per cent at 1s. 3 31/32. The amount offered next week is reduced to forty lacs.

The quotations to-day are 1/16d. below those quoted a week ago.

Quotations for bar silver, p. oz. Std.

May 13, 24 13/16d. cash 24 13/16d. 2 mos. Bank Rate 4 per cent.

May 14, 24¾d. cash 24¾d. 2 mos. Bar gold p. oz. Std. 77s. 9d.

May 17, 24¾d. cash 24¾d. 2 mos. French gold coin. p. oz 76s. 4-5d.

May 18, 24 13/16d. 2 mos. German gold coin 76s. 4-5d.

May 19, 24 13/16d. 24 13/16d. 2 mos. U.S.A. gold coin. 76s. 4-5d.

Average for the week, 24,887 cash 24,837 2 mos. 76s. 4-5d. nominal.

The following report for the week ending May 19 is issued by Messrs. Mocatta and Goldsmid:—

The market for Silver has been quiet the past few days and the price has only varied from 24 1/3 16 to 24 7/8d. China selling orders have been much less conspicuous and the small amounts offering have been easily absorbed by Indian and other buyers. Stocks in Bombay at 5,600 bars, show a considerable diminution on the figures last received.

Gold was in somewhat larger demand for Russia and the Bank of England only secured about £250,000 out of this week's arrivals.

The receipts at the Bank amount to £97,000 in Bars and Sovereigns while the withdrawals total £240,000 in Sovereigns for the week, including £150,000 for Holland.

BANQUE DE L'INDO CHINE.

The general meeting of shareholders of the Banque de l'Indo Chine was held, in Paris, on May 11, Baron Hély d'Oissel presiding. The accounts for the year 1909 were approved, and the annual dividend was fixed at f.50 per share. The meeting also confirmed the appointment of MM. Bethenod and de Trégomain as new directors for five years and of M. E. Stern, for one year, in place of the late M. Rousuard; and renewed the powers of MM. Roman and Ullmann, retiring directors, for a period of five years.

HALLEY'S COMET.

THE PASSAGE ACROSS THE SUN.

The following account of observations made at the Observatory of Zo-se has been courteously communicated to the *N. C. D. News* by the Sicawei Fathers.

According to calculations by Mr. A. C. D. Cromelin of Greenwich observatory, Halley's Comet was due to cross the sun between 10.22 a.m. on May 19, as observed in China. Prompted by an article in the journal of the French Astronomical Society, we decided to make every effort to verify the presence or absence in the nucleus of the comet of any opaque bodies measuring twelve kilometres (7½ miles) in the diameter. These dimensions are practically about the smallest that any opaque body must possess in order to be visible on earth; but at such dimensions the object can only be perceived when the pictures of the sun are exceptionally clear, an ideal that it is difficult to attain at ten o'clock in the morning. At least we hoped to be able to determine the largest dimensions of solid possible in the comet. According to an observation made on May 16, the nucleus appears to measure about fifteen degrees in diameter. The question was then whether, although much smaller than the rest of the head of the comet, the nucleus might not be big enough to cast upon the sun's disc some small shadow less luminous than the surrounding body.

On the morning of the 19th, the sky was at first by no means favourable for observation. The sun was obscured by a dense bank of clouds; at half-past nine, however, the sky had so far cleared that two photographs showing the spots on the sun could be taken for purposes of comparison with later observations. At a quarter past ten, we began to watch the western edge of the sun at the place where the comet was due to enter. We adopted the method of observation by projection which had the advantage of enabling several people to keep watch simultaneously for the comet's appearance. The smallness of the field allowed by the eye-piece of the telescope made the use of this means dangerous and it was reserved for more minute examination of special points, but in any case the condition of the image was so mediocre that there was no great advantage in seeing by direct vision. At 10.22 the sun was still occasionally obscured by light clouds, but at 10.30, the clouds had almost completely disappeared. No observer had yet seen anything that led him to suspect the presence of any obscurity or trace of shadow corresponding to the nucleus of the comet. We took two photographs, one at 10.36.45 and the other at 10.38.30. The pictures were still indifferent, but we attached an enlarging apparatus directly to the telescope in the fond hope of being able to find any such photographic details that might be missing in direct photography. The work of taking these photographs occupied a long time and was unfortunately useless owing to the indefiniteness of the pictures.

RESULTS OF THE OBSERVATION.

Seen by the eye, the sun did not exhibit the slightest change that could suggest any point of obscurity or spot less luminous than the rest of the body. Two of those who were watching noticed a little reddish tinge in the sun; the writer of these notes and another observer could see nothing. In the photographs it is easy to determine what must have been the comet's position, but no trace of the nucleus could be seen. Following closely upon the great spot one could perceive a number of darkish cells, the diameter of these, judging under the magnifying glass, would be approximately one degree; the image of any opaque body in the nucleus of the comet would necessarily be much more obscure than that of these cells. We can then declare that any nucleus of the comet must have left on our photograph some trace. Can we assume that an opaque body half that diameter might also have left its record on our plates? The absolute obscurity of these points renders such a supposition very probable. Further, any obscurity that measured two millimetres in diameter when observed by projection, would very probably have been perceived at the moments of best definition. But it is scarcely possible to found on these observations any argument disapproving the presence in the nucleus of the comet of solid bodies less than sixty kilometers in diameter.

The total absence of any spot corresponding to the nucleus of the comet confirms the fact already sufficiently known, namely, the comet's extreme transparency. We can distinguish very clearly on our photographic plates the groups of granular matter surrounding the spots at the centre of the sun's disc, although the difference of luminosity between these groups and the photosphere is very feeble. We can also distinguish, if not exactly the granulations of the photosphere, at least the less clear places which separate them. Such places are innumerable and many of them corresponding to the diameter of the comet's nucleus; but with no greater degree of obscurity than these the nucleus would not be recognizable. We can then only affirm that the obscurity produced by the collection of the corpuscules of the nucleus is not sensibly greater than that which characterizes the ordinary varieties of the photosphere. But the quality of the images that we could obtain during the whole time of the comet's passage across the sun does not permit us to arrive at any clear solution of the problems undertaken.

THE SIEGE OF PORT ARTHUR.

UNVEILING OF A MONUMENT.

A bronze statue of Commander Hirose, who died on the "Fukui-maru," one of the boats sent to blockade the entrance to the harbour of Port Arthur on the night of the 29th March, 1904, was unveiled at 10 a.m. on the 29th ult. near Yoroizayo bridge, Kanda, Tokyo. The monument, which includes also a statue of Chief Boatswain Sugino, was unveiled amidst drizzling rain. Among the large number of guests that were present were Admirals Inoue, Togo, Kamimura, Ijuin, Arima, and Tojiuchi, together with Commander Masaki, Lieutenant-commanders Mori and Yokura, Lieutenant Toyota, and other survivors of the crew of the vessel sent to block the entrance of the harbour.

The erection of the statue was proposed by the Naval Staff at the Imperial Headquarters in Tokyo soon after the death of Commander Hirose, and subscriptions were opened, the total amount received reaching Y21,550. This amount was deposited at a bank, and on its withdrawal, with the accumulated interest, it had increased to Y26,450. Admiral Takarabe, new Vice-Minister of the Navy, who a classmate of the late Commander at the Naval College, had charge of the arrangements as chief of the Monument Committee. After a report on the work had been read by Admiral Takarabe, the veil was removed from the statue of the Commander by Captain Hirose, elder brother of the deceased, amidst the deafening cheers of those present. The veil was then removed from the statue of the Chief Boatswain by the latter's two little sons, aged 10 and 11 years respectively. This was followed by a brief address by Admiral Togo. On the proposal of Admiral Takarabe, three banzai were given by the crowd in memory of Commander Hirose. The gathering adjourned to the Kinkawan restaurant, as rain was falling, and partook of a repast. Despite the inclemency of the weather thousands of spectators had assembled to witness the proceedings.

Seamen's Institute.

TO BE OPENED ON SATURDAY.

DESCRIPTION OF NEW BUILDING.

On Saturday next the new Seamen's Institute at Wanchai will be formally opened by His Excellency the Officer Administering the Government, Sir Henry May, K.C.M.G. It is a matter of common knowledge in the Colony that to the munificence of one of our most highly esteemed citizens—Sir Hormusjee Mody—is due the existence of the splendid building which is now to take the place of the old Institute on the Praya East. But the history of the movement resulting in the erection of this new home for sailormen is not so well known to the general public, and therefore the present is a not inopportune moment for glancing back over the progressive steps that have led up to the establishment of this much appreciated institution.

For many years past the Missions to Seamen have had agents in Hongkong, and the chaplains one after another expressed the desire for a suitable Institute on this side of the Harbour in addition to the one in Kowloon. So long ago as 1893, Mr. Goldsmith, the then chaplain, took steps for the provision of a Seamen's Institute and he opened what was called

THE SEAMEN'S STAR,

in premises in Queen's Road. Three years later, Mr. Goldsmith put forward a scheme for the erection of a Seamen's Institute on the ground occupied by the Sailors' Institute; and some funds were collected for this purpose, but these were not sufficient to make the scheme practicable.

The next chaplain was Mr. Iliff, who acquired larger premises at the corner of Pottinger Street, where under the old name of the Seamen's Star good work was accomplished; but owing again to lack of funds a move had to be made into smaller premises in D'Aguilar street. Before very long, however, these premises also had to be vacated on account of the high rent.

The late Bishop Hoare then issued an appeal to friends in England for funds to erect a large Institute. Some £600 or £700 was subscribed and further donations were promised, but a fresh difficulty arose in the matter of securing a site, and in the circumstances the Committee of the Seamen's Mission were impelled to invest the money obtained in order to rent the old premises which have been occupied up till recently. These premises, however, were found to be inadequate for the purposes of the Institute and the Committee kept a look-out for a possible site for a new building. At the beginning of 1908 the site on which the Institute now stands was put

INTO THE MARKET

at a price of $37,000, and notwithstanding the high figure asked for the land, the Committee decided to make a bid for it. With this end in view, a public meeting was held, presided over by H.E. Sir Frederick Lugard. At that meeting Mr. (now Sir) Hormusjee N. Mody made the announcement that in view of the important work done by the Seamen's Mission in the Colony he was willing to make a donation of $35,000 towards the building, provided that a suitable site could be obtained. Needless to say, this generous offer was cordially accepted. Public subscriptions were invited, and the amount necessary for purchasing the site was speedily raised. The preparation of the plans was entrusted to Messrs. Leigh and Orange, architects, by whom were submitted designs for a substantial three-storey building.

When tenders were invited for the building it was found that the lowest was $50,000, but, the Committee were relieved from their predicament by the further munificence of Sir Hormusjee Mody, who added $15,000 to his already magnificent gift on the understanding that the furnishing of the building should be carried out by means of public subscription; and Hongkong now can boast of the possession of a Seamen's Institute well worthy of the Colony's position and importance as a shipping port and a naval base.

THE BUILDING.

The Institute, situated on Marine Lot No. 29 of Wanchai fronting upon the Praya East, is a red brick building faced with Amoy red brick, and is erected in the style of the Flemish Renaissance. The ground floor has verandah piers of granite with pilasters and columns of the Roman Doric order. The main piers run through the first and second floors and carry semi-circular arches with pierced spandrels, the whole being surmounted by a plain parapet with a hood mould and small octagonal corner piers on moulded trusses.

The central feature is formed by the main entrance which has a carved pediment carrying the name of the institution on a labelled panel with date of its erection. This central bay is finished at the roof level with a broken pediment and flagstaff pedestal. The construction is steel-framed with a flat concrete roof and the whole is sufficiently strong to carry another floor if extension be necessary at some future time.

On the ground floor is a "late" dormitory, dining room, refreshment room and billiard room. On the first floor there are a large concert hall and reading room with officers' rooms and steward's quarters. The whole of the second floor is devoted to sleeping accommodation in the shape of "early" dormitories and 33 state-rooms. The baths, lavatories, kitchens, servants' quarters and offices are all of generous dimensions, conveniently arranged in a separate block in the rear connected on each floor to the main building by covered bridges. Electric light is provided throughout the premises. The floors are of teak and English tiles, whilst the lavatories, etc., are tile-lined. The fittings are plain and strong, suitable to the uses for which they are designed. The ventilation has also been carefully studied and arranged for and every facility for absolute cleanliness has been provided.

SHANGHAI DOCK AND ENGINEERING CO.

ANOTHER TUG LAUNCHED.

Yesterday afternoon the Shanghai Dock and Engineering Company, Limited, launched a sea-going tug for the Quartermaster's Department, U.S. Army, Manila, P.I., which is to be used for towing purposes round the islands, reports the *N. C. D. News* of 7th inst. The hull is of mild steel. The tug's dimensions are:—length 148 feet 6 inch, breadth 26 feet, depth 17 feet. She is fitted with triple expansion, surface condensing engines of 1,100 indicated horse power and has two cylinder multi-tubular, boilers with forced draft. The auxiliary machinery includes steam steering apparatus, windlass, centrifugal salvage pump, a fire pump, electric light plant, including a powerful search-light, and evaporator and distilling plant. The bunker capacity gives her a steaming radius of 2,500 miles without coaling. The Dock and Engineering Company is also sending away in a day or two the last of four hopper barges built for the Macao Government, and will shortly finish ten lighters for the marine department of the South Manchurian Railway, for use at Tairen.

A HARBOUR MYSTERY.

DOCK LAUNCH FOUNDERS: CREW MISSING.

15th inst.

At daylight this morning, the Water Police from Tsimshatsui Station discovered a foundered launch lying close in to the sea-wall, about fifty yards eastwards from the Police Pier at Kowloon. The sunken craft was canted over on her side, leaving only the top of the funnel and the portedge of the awning showing above the surface. From the sea-wall it was possible to discern the characters "K3" on her bows, denoting that she belonged to the flotilla of small craft owned by the Hongkong and Whampoa Dock Company, Ltd.

Immediately upon this fact being ascertained, the Dock Company were apprised of the mishap, and a survey party was soon on the spot. Later on, steam-lighter "K8" came alongside the sunken launch. Divers were sent down to find out the location and preparations were made for

RAISING THE WRECK

by means of beams stretched above her from the "K8" to a second lighter. So far the information obtainable regarding the results of the diving operations is not very extensive. At this part of the sea-wall frontage, it is known that there are some formidable rocks on the bottom, but whether or no these caused the damage does not transpire. The bow is lying in mud and the stern appears to be resting in the rocky region.

THE MISSING CREW.

There is an air of mystery surrounding the whole affair. In the first instance, no reason can be assigned for the launch being found in such a place at all. She was last seen off the Kowloon Dockyard at half-past seven o'clock on the previous evening, and in the ordinary course of events she should have remained there until this morning at daylight. It appears that the Chinese coxswain had no authority to leave his moorings at the Dockyard, and as he and the crew have disappeared no account can be got as to how the accident happened.

It can only be conjectured that the launch was taken out into the Harbour for a run after dark and that either she fouled a buoy and had to be run ashore or else the coxswain mistook his bearings coming round Blackhead's Point and ran on the rocks. The Chinese crew may have been drowned or they may have absconded to escape the consequences. The latter is the more feasible proposition.

13th inst.

Little or no additional light has been thrown on the circumstances attending the abandonment on Friday night of the Kowloon Dock launch No. 3, which, as reported in Saturday's *Telegraph*, was discovered that morning lying foundered close to the Police Pier at Tsim-sha-tsui. In the course of the salvage operations it was found that two planks near the waterline had been stove in, and it is surmised that this damage caused the launch to founder. Where the coxswain and crew have disappeared to remains a mystery, but in all probability they are now safely ensconced in the purlieus of Canton—a supposition which is made all the more likely by reason of the fact that their effects had been removed from the launch.

The salvage of the craft was carried out successfully by means of lighters and she was towed to the Docks for repair.

Meanwhile the Police are on the look-out for the absconding coxswain and crew.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

THE WATER SERVICE.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

Dear Sir,—As there are rumours among the Chinese that the discoloration and the bad smell of the water are due to several dead bodies having been found in the various reservoirs, and that it is the wish of the Water Authorities to empty the reservoirs as soon as possible, do you not think some statement should be issued by those in Authority, either contradicting or confirming these rumours. It is significant that the medical men of the Colony are warning their patients not to drink the water even after it has been boiled and filtered. Perhaps one of the members of the Sanitary Board will take up this question at their next meeting. Enclosing my card.—I am, etc,

ANTI-RED TAPE.

Hongkong, 15th June, 1910.

MODY ROAD.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—Reading your article yesterday on the Seamen's Institute with your correspondent's suggestion the other day to have a road in Hongkong named after the munificent donor of the building for the Institute, it appears to me that your correspondent is ignorant of the fact that there is such a road in existence in the Colony at Kowloon, though not on the Island itself. There is a Mody Road on the peninsula, and in Chapman's *Street Index* (4th Edition), Mody Road is from Nathan Road to Hanoi Road with K.I.L.'s 609 R.P. and 674 on the north side, and K.I.L.'s 608 and 575 on the south side.

It is just possible that in putting forward the suggestion through your columns, your thoughtful correspondent was desirous of perpetuating Sir Hormusjee Mody's memory in Hongkong in some more prominent way on the Island itself than by having a cross-road named after him in a dependency of the Colony. Seeing that Kowloon is destined to overshadow the City of Victoria in point of both commercial and industrial importance with the completion of the Kowloon-Canton Railway, I, for one, think that by preserving the name of Mody Road on this side the memory of Hongkong's most liberal-hearted citizen will be better preserved for future generations to come.

The Hongkong University alone, together with the Lugard Scholarships, apart from several other imperishable monuments he has raised on the Island—will be monuments of undying fame to the benefaction of the illustrious old gentleman whom may God preserve for many years more in health and vigour.—Yours, etc.,

SEAFARER.

Kowloon, 15th June, 1909.

THE OPENING OF PORT ARTHUR.

CUSTOMS PROVISIONS.

The opening of Port Arthur, which was to be effected early this month, has been postponed to the middle of the month owing to the force of circumstances. The opening of the port, says the *Asahi*, does not make it a free port. At present, the port being a naval station, no merchant vessels are allowed to go in without obtaining special permits, but after the opening vessels will be allowed to freely without taking this course, provided they observe the harbour regulations. Goods for the market in the leased district in Kwantung province will be admitted duty free, but goods to be sent beyond the limits of the leased district will be subject to the Chinese Customs. An Imperial Ordinance declaring the port open will be issued shortly.

A MONEY-CHANGER'S MISTAKE.

LITIGATION IN THE SUMMARY COURT.

15th inst.

Before Mr. Justice Hazeland, Acting Puisne Judge, in the Summary Court this morning, Leon Cunio filed a suit against J. H. Solomon, money-changer, of No. 2 Beaconsfield Arcade, to recover the sum of $100, balance due in respect of money changed on board the s.s. *Darfflinger* on the 1st June last. Mr. M. Reader Harris, of Messrs. Wilkinson and Grist, appeared for the plaintiff and Mr. E. Davidson, of Messrs. Hastings and Hastings, represented the defendant.

Mr. Harris stated that the facts were a little difficult to understand at first, as the case was rather a complicated one. Plaintiff went on board the s.s. *Darfflinger* on the 1st of June and found that the defendant Solomon was already on board. Plaintiff had never done business with him before but knew him well by sight. The defendant went up to the plaintiff and said there were some passengers on board from Shanghai who wished to change some money and asked the plaintiff if he had any German marks. Plaintiff handed to the defendant 628 marks and 80 pfenig, which was equivalent to $950 in Shanghai notes. Defendant handed over $500 to the plaintiff and promised to pay the balance when his partner Aboody came on board. In the meantime the plaintiff worked out in his book the amount which was due to him by the defendant and came to the conclusion that it was $850 and told the defendant that $150 more was due to him, and said that the $950 was a mistake. Shortly afterwards, Aboody came on board and paid to the plaintiff the balance of $150 and went ashore. Before the plaintiff left the ship, he had another transaction with Aboody whereby he handed the latter $250 in Shanghai notes and got back in return 400 marks, which left plaintiff $600. After leaving the ship, plaintiff went to the Loong Kee money-changer and had the $600 changed into smaller money. He made up the account and found that he had made a mistake in addition, and that $100 more was due to him. The profit was $16 and therefore what he got for $950 was worth $934. Plaintiff went to Solomon and asked for the balance, but the defendant refused and said "No, I paid you the whole $950." Plaintiff said "Oh, that can easily be checked." He went to the money-changer with the defendant and the money-changer corroborated plaintiff's statement that he had changed $6 in only. He then went in company of the defendant to Aboody to check the $250 and the latter said to the defendant in plaintiff's hearing "Why don't you pay him the $100?" Defendant replied "I've already paid him." Aboody nudged the plaintiff and said "It's all right, he's cheating you."

Evidence was called and judgment was given for the plaintiff with costs.

A LADY'S DILEMMA.

CURIOUS INCIDENT ON BOARD CANTON STEAMER

15th inst.

But for the predicament in which a lady found herself an incident which occurred on board a Canton steamer last night may be described as distinctly amusing. On board the French steamer *Charles Hardouin* on her voyage down from Canton last night were a German lady passenger (whose all be nameless) and her husband. They were enjoying the beautiful seabreeze on the upper deck, over a cup of tea when the lady all of a sudden discovered that the skirt of her dress became entangled in the steering rod of the *Charles Hardouin*. It should be explained that the steering rod runs along the deck. The *Charles Hardouin* was just passing Whampoa at the time. With the revolving motion of the steering gear the lady's dress got rolled around the rod. The lady called out to her husband for assistance, and perceiving his wife's dilemma, *mein Herr* promptly came to her assistance. With considerable presence of mind he tore the lady's dress almost to ribbons, before she could be extricated from what was considered, if not exactly a dangerous, yet a novel and nasty experience. This incident should serve to point to the desirability of some sort of a guard being placed over the steering rod where it may easily come in contact with passengers promenading on the ship's deck.

KOWLOON-CANTON RAILWAY.

PLANT AND STORES FOR SALE.

A quantity of railway construction plant and stores, the property of the Kowloon-Canton Railway (British section), are offered for sale. Intending purchasers will be furnished with a catalogue on application to the Chief Resident Engineer, Kowloon.

GREAT RECREATION SCHEME FOR SHANGHAI.

For the last year or two, it has been known that schemes were afoot to provide a great recreation ground for Shanghai in addition to those it already possesses. Both foreigners and Chinese have been interested in these schemes, which it will be remembered originated with the strong desire of the younger generation of the Chinese to take part in pony racing. So far none of these schemes have borne fruit the enormous size of the undertaking proving an insuperable obstacle, but at length in connection with one of the ventures matters have been brought to such a stage that in the near future it will be an accomplished fact.

The particular scheme has been fostered by a number of influential Chinese aided by no less influential foreigners, and it has been carried through under the auspices of the International Recreation Club. The officials of this Club have for months past been engaged in negotiations for land close to Chiangwan, one of the first stations on the railway line to Woosung, and now they have purchased practically a thousand mow. This it is proposed to turn into a great recreation ground for foreigners and Chinese, and the principal feature will be a race course. Inside the course it is intended to devote the space to cricket, lawn tennis and polo winter sports when the time comes, while outside of the track it is expected there will be sufficient space to lay out an eighteen hole golf course. The scheme is an ambitious one, but there can be little doubt that it will receive the heartiest support from all sections of the foreign and Chinese community. The site is only a few miles from Shanghai, and as it will be comparatively easy of access should prove immensely popular. Of course being private enterprise it will not be in any sense a public recreation ground but there will be clubs of various sorts attached.—*Shanghai Mercury.*

LAUNCH AT NAGASAKI.

At the Mitsu Bishi Yard at Nagasaki the keel has been laid of a torpedo-destroyer to be named the *Yamakaze*. The new boat has a displacement of 1,150 tons, a speed of 33 knots an hour, and a horsepower of 21,000. The vessel is a little smaller than the British destroyer *Swift*, but is of the latest type.

OUR JAPANESE VISITORS.

15th inst.

The Japanese cruisers *Aso* and *Soya* are due to leave for the North at six o'clock this evening. Last night Admiral Ijichi, Commanding the Japanese Training Squadron, entertained a party of twenty to dinner on board, the company including Mr. T. Funatsu, Consul-General, the leading members of the Japanese community, staff officers and commanders. This forenoon H.I.H. Prince Kitashirakawa (who belongs to the Cadet Corps) paid a visit of ceremony to Mr. T. Funatsu at the Consulate, Admiral Ijichi, Captain Suzuki and Captain Sato being also among the guests.

After leaving Hongkong, the two Japanese cruisers will go to Mako in the Pescadores for bunker coal, proceeding thence to Woosung and probably to Nanking before steering homewards.

RUBBER IN THE PHILIPPINES.

A BRITISH SYNDICATE.

With the intention of making a definite selection for the site of the plantation of the Rubber Estates company which he represents in the Philippines, Mr. A. O. Littler has departed for the Zimboanga region, says the *Manila Times* in its latest issue. He was accompanied by Mr. Charles B. Robinson of the Bureau of Science, and Mr. Frank Bost, a rubber expert who will have charge of the plantation when work is begun on it.

Mr. Littler's trip marks the final step in the first investment of foreign capital in the rubber possibilities of the islands. He is backed by a British syndicate who will put P200,000 into rubber. Half of this sum is available for immediate development work.

Officials of the Insular Government lent every possible aid to the new project. One of the rangers of the Bureau of Forestry, who has been making investigations of the many rubber plantings scattered through the southern islands by representatives of the bureau, accompanied the party on its trip.

General Pershing, governor of the Moro province, has promised the co-operation of the Moro government.

The party was to visit several available sites near Zimboanga, and then journey to the Cotobato valley. A visit to several of the islands of the Sulu group was also a part of the itinerary.

DUTCH TRADING CO.

The fact, noticed the other day, that the Dutch Trading Company has declared a dividend of nine per cent. for 1909, prompts a Batavia journal to observe that the figure is not high under the circumstances. The distribution is, however, an advance on that for 1908, when it stood at 8 per cent. In 1904 and 1905, the dividends declared were respectively 11 and 15 per cent. owing to the fluctuations of the dollar in the Straits Settlements in that period. The average dividends for the last ten years work out at 9.2 per cent.

BRITAIN'S LOST OPPORTUNITY IN YUNNAN.

An occasional correspondent of *The Financial News* writing from Yunnanfu on April 2, states:—

It is easy for theorists to attack our British colonial system and to point scornfully at the Foreign Office for not having made in Yunnan the progress which at one time seemed possible. But there is undoubtedly, from the British manufacturer's standpoint, considerable cause for regret that we have given way almost entirely to the French in that province. After many years of patient plodding, and the laying out of several million francs to be more or less wisely spent in the construction, the railway running from Haiphong to Yunnanfu is now open to the public. It is at once a credit to the French. And with it, the first railway line in Far Western China, and a dream of the authorities of Indo-China ever since the time of the commission of exploration of the Mekong, headed by Louis de Carne in the seventies, the French have opened the gates for her trade to enter the whole of West China. A few years ago—perhaps ten—there were in this city no resident foreigners, other than the Consuls and the missionaries. Yesterday I counted eighteen foreigners, and nearly all Frenchmen. The only traders in the city are French, and practically all foreign goods are French. Their progress is remarkable, and they are determined to make the westernmost province of China their Eldorado.

Yunnan suffers, not from natural poverty (its richness in minerals alone is known to all Europe), but from a lack of communications. What the prospects of this railway are, in diverting the stream of trade from the caravan to the steam engine, and how it will affect the exports coming now into Burmah from the area lying between Yunnanfu and the Irrawaddy, is a moot point. The ultimate effect the line will have upon the richer province of Szechuan can as yet be only conjecture. The Frenchman, however, is confident that import from Bombay (yarn especially) and general merchandise shipped from British home ports, and now transhipped at Rangoon, will come into Yunnan from Haiphong. Should the French line be continued to a point over the main road leading west to Talifu—it would be quite practicable, as the country is not formidable, and has all been surveyed—British merchants will have to face the fact that Yunnan trade is almost cornered. That the French will go further north towards the Yangtsze is not probable.

It must be reluctantly admitted that the Yunnan Company (British), which has had its eye on the province, with more perseverance than success, for very many years, must abandon the project of coming in with a line from Burmah. The Kunlong-Yin Chou scheme might perhaps be resurrected; but we are too late. There is only one hope of Britain increasing, or even retaining, her trade with West China, and that is in the construction of a light line from Bhamo to Tengyueh. But there is no time for dilly-dallying. If the Yunnan line now open offers freight rates reasonable enough for the Chinese merchant, all the foreign goods sold will come through Tongking and will, of course, be French. The proposed line from Bhamo is a most practicable scheme, and one which would pay as a financial undertaking almost from the start.

MANILA CIGARS.

During the month of May there were shipped through the custom house at Manila, and for which certificates of origin were issued by the Bureau, 5,443,000 cigars. San Francisco stands at the head of the list with 2,249,000 to the credit of the port; New York is next with 2,110,445; Honolulu has 456,650, Chicago and Tacoma each have about 200,000 and Philadelphia has only the modest amount of 10,000. The total shipments that have been covered by certificates to date amount to 71,781,457.

SELANGOR RUBBER CO.

SIR FRANK SWETTENHAM ON PROSPECTS FOR CURRENT YEAR.

Sir F. Swettenham, presiding at the annual meeting of the Selangor Rubber Company, held at Glasgow on May 6, said they hoped to produce 450,000 lbs. of rubber in the current year. Against that they made contracts last year for the sale of 48 tons No. 1 rubber at an average price of 7s. 8d. per lb. and 74 tons No. 2 rubber at an average of 7s. per lb. Last year's crop of 316,654 lbs. was sold at an average of 6s. 7d. net, although it had been thought advisable, when the price was very different to that ruling in the latter part of 1909, to sell forward 50 tons of rubber of different qualities at an average price of 5s. 8½d. per lb. They had therefore sold about one third of the estimated yield for 1910. They had also contracted for the sale of 60 tons of next year's rubber at an average price of 7s. 3½d. per lb. The rubber secured last year was obtained from the tapping of 624 acres, and he drew special attention to the fact that while 75 acres were planted in 1903 and only 49 in 1904, an area of 292 acres was planted in 1905 and 351 acres in 1906. In 1912 the trees on 1,600 acres should all be yielding latex, and a large number of them will then be 12, 13 and 14 years old. Passing on to deal with recent criticism, Sir Frank Swettenham denied the statement that their estates were specially troubled with fungus. Shareholders in the company might sleep soundly in their beds with the comforting knowledge of a 287½ per cent. dividend and the assurance of their directors that the estate was never in such perfect order nor the prospects so good as they were to-day. He moved that the directors' report and accounts be approved, and that a final dividend on account of the year 1909 be paid of 3s. 3d. per share, less income tax, making a total distribution of 287½ per cent. for the year.

COCONUTS.

The motion having been seconded, Mon. L. Bonapaite-Wyse suggested that as the property was eminently desirable for the growth of coconuts, a reserve fund might be kept for quite a different product, which would prove of considerable value to them in a few years' time. He also asked the board if they had any special reasons for not letting the shareholders know when a forward contract was made.

Sir Frank Swettenham said he had a great belief in coconuts, but all the reserve that they had at present was required for the upkeep of the property, and so far no shareholder in the company would want them to devote any portion of reserve to planting coconuts when the price of rubber is as it was that day. As regarded forward contracts shareholders would be informed in future.

It was decided on the motion of Mr. Nicol Paton Brown:—That the directors in addition to the fixed fees of £500 per annum, which they at present draw, be voted to cover last year a commission, free of tax, on profits on the following lines:—No commission to be drawn until the company has paid a dividend of 100 per cent. for the year, but that the directors be authorised to draw afterwards a commission of 5 per cent. on the balance of profits divisible amongst themselves as they may think fit, but such extra remuneration in one year not to exceed the sum of £1,000.

THE BEST COMPANY.

It was explained that the directors of the company from the foundation had not been unduly hasty in asking for a remuneration for their services. For the first five years, the directors gave their services gratis, and in the year 1905 the sum of £500 was voted to the directors. At that time they were promised a dividend of 20 per cent.

Sir F. A. Swettenham was not prepared to say that that was the best board of any rubber company, but he was prepared to say that it was the best company. It headed the list of dividend-payers, and he hoped and believed that it would always continue to head the list. There was a great deal of anxiety, and there were really a good many things to be done, and he thought that perhaps five or six years hence they would see by the results of those two or three hundred companies which had been recently started that they did take a certain amount of management.

THE SUNKEN DEWEY.

"PROTECTOR" AT OLONGAPO.

"There is no possible doubt that the drydock Dewey can be raised. It may be a very long and costly job, but it is hoped to see her up before the end of next week," was the statement yesterday of a high naval official who is considered one of the best posted officials in the service as to the condition of the Dewey, says the *Cablenews* of 10th inst. "The court of inquiry appointed to look into the sinking of the dock," he continued, "has made no report either written or verbal and can not until the dock has been raised, which is the only way it can be learned what sunk her; the bottom being 14 feet in the mud on one side it is impossible for the divers to determine the cause of the accident."

The dock's main pump, which is a 24 inch centrifugal pump, and ejects 35 tons of water a minute, will be in operation under steam within a few days and that together with the compressed air pumps, it is thought, will lift her.

The steamer *Protector* was sent over to Olongapo by one of the large steamship and dredging companies of Hongkong to assist in floating the Dewey in case any outside assistance is needed. It is hoped by the naval authorities however that the work of floating her can be done with the apparatus in hand.

It has been authoritatively stated that the Dewey has not sunk more than 18 inches during the past fortnight and that is due to the fact that she has been raised several feet on the opposite side. It is understood the pumps she has now installed will be able to lift her if there are no large openings to the sea or any great damage incurred by her sinking.

The naval authorities are encouraged over the excellent prospects of floating the Dewey in the near future. If it cannot be done with the pumps now at their command it can surely be done with the aid of the Hongkong dredgers.

OPIUM SMUGGLING IN MANILA.

HEAVY SENTENCES.

Manila papers report that the case against the six Chinamen arrested for smuggling opium from the *Kalfong* about three weeks ago was tried on 2nd June in the Court of First Instance resulting in a sentence of two years' imprisonment for three members of the *Kalfong's* crew and fifteen months each for the two Chinamen of Iloilo who bought the opium. Notice of appeal in the case of the latter two was filed.

The defence made in the case of these two defendants was that they were instigated by government agents to buy the opium. Bond was fixed in the sum of five thousand pesos each.

The customs people believe that these convictions will have a healthy effect in deterring opium smugglers from continuing the trade.

One of the convicted Chinamen is a wealthy merchant of Iloilo.

COMMERCIAL.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadoorie & Co. write on 10th inst.:—The market in sterling Rubber shares, after experiencing a fairly heavy depression presumably following the fall in price of the raw material, has had a sharp recovery and closes firm with buyers of most stocks.

The quotation for Rubber in London yesterday was 9/8.

The market in Singapore stocks remains in a stagnant state.

The local market has been very quiet with a selling tendency most of the week—a slightly better feeling prevails at the close.

Banks—Rule weaker, transactions having been done as low as $940 during the week. Nationals remain unchanged at $76.

Marine Insurances.—Cantons are steady at $177½ with buyers the rate. Unions have changed hands to a small extent at $825 and more could probably be obtained at the rate. North Chinas could probably be placed at Tls. 110. Yangtzees, according to latest mail advices, are $195.

Fire Insurances.—China Fires have again changed hands at $115. Hongkong Fires are still wanted at $347.

Shipping.—Hongkong, Canton and Macao Steamboats close with sellers at $29½ after transactions at the rate. Indo Chinas are a shade weaker with probable sellers at $68, the London quotation remaining unchanged at £6. 10s. In Star Ferries no transactions have been reported, the rate remaining same as last week. Douglas Steamships are offering at $38. China Manilas have receded to $7. Shell Transports have been the medium of afair business at prices ranging from 9/- to 9/3 cum dividend just declared of 2/6 final for 1909 and 1/- interim for 1910.

Refineries.—China Sugars have weakened further and could probably be obtained at $167. Luzons remain a dull market with sellers at $26.

Mining.—Sales of Raubs have been effected at $7½. Chinese Engineering and Mining are unchanged with sellers at Tls. 17½.

Docks, Wharves, and Godowns.—Hongkong and Whampoa Docks have further depreciated and sales as low as $56 have resulted. Shanghai Docks are obtainable at Tls. 78. Kowloon Wharves remain steady at $58. Shanghai and Hongkew Wharves—Transactions are reported from the North at Tls. 121.

Lands, Hotels and Buildings.—Hongkong Lands are on offer at $102. Kowloon Lands are a buying market at $31½. Humphreys have found buyers at $8½. Shanghai Lands have been sold to the North at $106.

Cotton Mills.—Ewos—Business has been transacted at $129½. According to latest mail advices, Northern Mills are as follows:—Laou Kung Mows are Tls. 75, Internationals Tls. 62 and Soy Chees Tls. 250.

Miscellaneous.—Green Islands are quoted round about $7½. China Providents have been dealt in fairly freely at $8½. Hongkong Electrics are to be had at $19, and China Lights at $1.80. Dairy Farms are wanted at $19 with no sellers. Steam Laundries are in demand and could probably be placed at $5½. Watsons are inquired for at $9. Pulps are offering at $35 local currency and might be had cheaper. Langkats are quoted in Shanghai at Tls. 1,475 and Sumatras at Tls. 300.

Rubbers.—London Asiatics have been done at various rates between 12/9 and 15/- Sungei Chohs have been sold from London at 117/6 and Serdangs at 137/6. United Sumatras have changed hands at 10/6 and Ledburys at 100/. Eastern Trusts, after sales at 30/- premium, have risen to 37/6. Rubber Trusts are in demand at 52/6 premium. Linggis have been done at 58/- and Shelfords were bought by London at 67/6. Alor Pongsus are in demand 30/- premium. Sandycrofts have been negotiated at $37 and $39 (Straits) and Pajams at $10½ (Straits). There is again some inquiry for Singapore stocks from the Straits but at prices that are not tempting to sellers.

Exchange.—The Bank's selling rate on London is 1/9 9/16 on demand and the T.T. rate on Shanghai is 74½.

FREIGHT MARKET.

Messrs. Lamke and Rogge write in their fortnightly circular of 11th inst:—The period under review has brought some further improvement in freights as far as the South is concerned, chartering operations having been on a larger scale than on the preceding fortnight, whilst advices from the North indicate a dull market there with but few inquiries and rates further receding.

Coal freights from Japan have declined, and is in the main due to tonnage on hand in the South being somewhat insufficient for the engagements entered into, and owners, anticipating a brisk market down South, have had, in order to bring their tonnage quickly into suitable position, to agree to much lower rates in connection with coal chartering from Japan.

Saigon/Hongkong.—The market early during the fortnight continued to rule very firm, and fixtures were put through at enhanced rates, 23 cents being the top rate paid, which is the highest on record since April 1907. Later the market has been adversely influenced by grain prices having considerably advanced at Saigon, the strong demand from China and Java being chiefly accountable for this, and chartering operations for this port have protem come to a stop. We hear of contracts having been concluded for large quantities for prompt arrival, and some fresh chartering is expected shortly.

Saigon/Hankow.—Business has been done at 35 cents. Some inquiry still remains, and further charters are also expected in this direction soon.

Saigon Philippines.—Two further fixtures have transpired, one to 1 port Philippines 35,000 option 29,000 piculs at 37/34 cents, another to Manila 30,000 piculs at 32 cents.

Saigon/Java has had a charter for early July loading to 1 option to 7 ports North Coast at 24/16 cents.

Concerning Java and chartering rates, advices just to hand indicate a brisk demand from Saigon to Java per August/September/October. The sugar season is expected to set in July August, when large shipments are most likely to be ready for export to China and Japan.

Saigon/Singapore.—After quite a length of time a charter has been arranged, s.s. *Heimdal* on lump sum basis of $5,500, Saigon currency.

Bangkok has been continually in the market for outside tonnage for prompt loading, and charter is on record, s.s. *Yatshing* at 25 cents per picul from inside the bar and 18 cents from outside.

Newchwang/Canton.—Two settlements have taken place during the fortnight on basis of 20,000 option 25,000 piculs at 21 cents.

Coal freights from Japan have quite unexpectedly weakened, and there has been a good business done to this and neighbouring ports as follows:—Wakamatsu/Canton $2, Wakamatsu/Swatow $2.10, Moji/Hongkong, large carriers $1.85/1.75, and medium sized boats Karatsu/Hongkong $1.80, Miike/Hongay $2, Hongay/Canton $2, Hongay/Swatow $2, Labuan/Manila $2.10, Straits currency, and Palo Laut/Singapore $2.25 per ton.

Sail Tonnage—loading or to load—For Baltimore and New York Brit. barque *Kildare*, 2,069 tons net, reg., to load in September/October. Brit. ship *Glenfoyle* [illegible] reg., to load in November/December.

Sail Tonnage—Disengaged—[illegible] Arrived, 2,27[illegible] tons net, [illegible]

Departures of Sailers—[illegible]

Sir Chen Tung.

CHINESE MINISTER TO GERMANY.

INTERVIEWED TO-DAY.

15th inst.

Yesterday afternoon His Excellency Sir Chen Tung Liang Chen, Chinese Minister-designate to Germany, returned to Hongkong from Canton by the *Heung-shan* to take passage for Europe by the German mail *Prinz Eitel Friedrich*, which sails to-morrow. Sir Chen, and his family are putting up at the Astor House. Last night His Excellency was entertained to dinner by some of our leading Chinese merchants. This afternoon he was the guest at tea of the Commercial Union of the Pun Yue district (from which he comes) at their offices in Queen's Road Central close to the Chinese Club. This evening he will be the guest at dinner of Mr. Lo Cho Sang, a merchant of Bonham Strand, in the Tung Tien Hotel, Queen's Road West.

Sir Chen has held two important embassadorial appointments: the first at Washington and the next in London. On his return to China he was appointed president of the Canton-Hankow Railway Co. from which position he resigned last year. He has since been the victim of several

VIRULENT DIATRIBES

directed against him by irresponsible individuals in Canton, who went to the length of protesting to Peking against His Excellency's departure for Berlin, pending the result of the official investigation into the administration of the Canton-Hankow Railway under his presidency. This agitation has been largely engineered by the Canton Self-Government Society, but their representations were calmly disregarded by the Imperial Authorities, whose confidence he entirely enjoys.

When interviewed by a representative of the *Hongkong Telegraph* to-day in the Astor House, His Excellency said, with reference to the severance of his connection with the Canton-Hankow Railway Company, that he regretted that circumstances made it impossible for him to retain the presidentship any longer. He had been subjected to fierce attacks, concerning the railway administration, for which any private individual could have found redress in the courts of law, but which he in his capacity of a Government official was unable to combat personally. "Many of my detractors," he remarked, "were

NOT EVEN SHAREHOLDERS

in the Railway Company, and indeed it was they who made most outcry. When I took up the presidentship I did so with the determination to serve the shareholders to the best of my ability and to give the undertaking the full advantage of my experience gained in foreign countries.

"After nearly two years spent in the work I can say honestly that I have given them of the best of my services and there is no part of my administration of the Company which I as an honourable man cannot look back upon with a perfectly

CLEAR CONSCIENCE.

Meanwhile the Commission appointed by the Board at Peking has completed its investigations and its report will be submitted in due course to the Throne. By the Government's decision upon that report I shall have to abide."

As regards the spirit which underlay the allegations of maladministration made by the agitators, Sir Chen explained that of course he preferred not to make any remarks at present, as the whole case was practically *sub judice* until the Government had decided it upon its merits. But His Excellency spoke freely upon certain aspects of the railway administration which he felt at liberty to touch upon.

When he became president of the Company, he remarked, it was well known that its administrative system was rotten to the core. He had to undertake the task of saving what was practically a lost ship. That the Company was on the verge of collapse was understood by the Imperial Government, and it was known by the shareholders, by the people of Canton and by many in Hongkong; indeed, any Chinese boy old enough to think for himself could have told you that the

CONCERN WAS ROTTEN.

When he took up the work he did his utmost to remedy this state of affairs—to check existing irregularities and prevent malpractices. One of the first reforms he devoted his attention to was to put the system of book-keeping on a better footing. Hitherto the system followed had been the Chinese. He was convinced, from his own experience in foreign countries, that for railway purposes the English system of book-keeping, with vouchers, etc., was best and accordingly he issued directions to the heads of departments to adopt it. In some cases, however, these directions were ignored.

That his action in this instance was justified was proved by the fact that when the two auditors were sent specially from Peking to investigate the affairs of the Company they found nothing unaccounted for in the construction and stores departments, in which the English method had been adopted, whilst in other departments, in which the Chinese system had been adhered to, a great deal of confusion was found to exist. In connection with this matter of book-keeping there had been

A GREAT OUTCRY

raised against him for paying what the malcontents described as the exorbitant salary of 250 taels to an accountant whom he has to employ specially, yet Mr. Leung when sent down from Peking to investigate raised the man's salary to 300 taels.

And what was the result of this investigation? In spite of all that had been alleged regarding corruption in the Treasury, none had been found to exist. In the construction and stores departments, there had been two defalcations on the part of employes—one involving a sum of about $6,000 and the other some 1,700 taels—during the two years of his tenure of office as president of the Company. In both instances restitution of the stolen money had been made by the culprits' guarantors and one of them was now locked up in gaol. But these defalcations were such as might happen in the best regulated business houses.

The parties who had instituted the attacks made against him seemed desirous to hold him responsible for the abuses that had been in existence before he joined the Railway Company as president. Some of their allegations were petty and almost beneath notice. In one instance, ground for attack was found in the non-production of bills relating to some

COLOURED MATTING

valued at about eight mace. In many ways his work as president had been hampered and obstructed by the mischief-makers. The object of those people appeared to be to cause delay by every means at their command. When he found latterly that he was unable, by reason of the bitter opposition of the malcontents, to make that progress which he was anxious to make, he felt that nothing was left for him but to resign.

Six weeks previous to his resignation he gave notice by advertisement in the Canton, Hongkong and Shanghai newspapers that he would no longer be responsible for the conduct of the Company's affairs.

"I felt," said His Excellency in conclusion, "that as an honourable man I could not remain any longer in office and see money being spent with nothing to show for it, and in resigning I felt that I had behind me the confidence of my Government, of my provincials, and of the great majority of the people on the Shameen and in Hongkong who know the history of the Canton-Hankow Railway.

SIR CHEN'S CAREER.

Sir Chen is about forty-nine years of age, and was one of the large number of young Chinese who were sent to the United States in and about 1872 to study American methods and laws. He was educated in America and is a graduate of Yale University. Some years ago he served as interpreter when Li Hung Chang was Minister in London. Later he was secretary of a special mission to Japan; and when the jubilee of Queen Victoria was celebrated he filled a similar position in the embassy which went to London. He was knighted on this occasion. Sir Chen was a member of the party sent to Germany, in 1901, to make apologies for the murder of Baron von Kettler, and was secretary of the Chinese Embassy to the coronation of the late King Edward. In 1902 Sir Chen was appointed Chinese Minister to Washington; the appointment being due, it is said, to his knowledge of the United States and his education on the lines that made Wu Ting Fang a valuable representative of China in the United States.

GUEST AT GOVERNMENT HOUSE.

His Excellency Sir Henry and Lady May gave a luncheon party at Government House to-day in honour of Sir Chen-tung Liang Cheng, at which the following guests were present:—Admiral, Mrs. and Miss Lyon, Col., Mrs. and Miss St. John, Hon Dr. Ho Kai, Hon. Mr. Wei A Yuk, Mr. and Mrs. Blanchflower.

RUBBER RESULTS.

LONDON ASIATIC, JOHORE LANDS, AND SIMO REPORTS.

The report of the London Asiatic Rubber and Produce Company, Limited, states that the rubber crop harvested during 1909 amounted to 75,427 lbs., against a revised estimate of 65,000 lbs. and an actual yield in 1908 of 43,549 lbs. The net average price realised was just under 7s. 3d. per lb. An appreciable decrease is shown in the cost of production, the figures working out at 1s. 0¾d. per lb. f.o.b. Port Swettenham, as against 1s. 1d. in 1908. The tapioca output of 6,169 piculs fell short of the estimate by 2,331 piculs. Prices ruling for the article throughout the year were very poor. The average sale price per picul comes out at $4.94 after deducting sale and shipping charges. Coffee added a small sum to the revenue, but practically no further income will be derived from this source, as the few remaining bushes are gradually being cut out in order to facilitate the working of the rubber. It is proposed to increase the capital of the company from £40,000 to £160,000. In making this proposal the directors have in mind the question of clearing the estates of the present mortgage by redemption of the outstanding debentures as well as the provision of a margin for future capital expenditure. At the request of several members, the directors have decided to submit to the shareholders for their consideration the advisability of sub-dividing each of the £1 shares into ten shares of 2s. each. 110,000 lbs. of rubber and 2,500 piculs of tapioca are estimated 1910. The net profit for the year amounts to £12,988, to which has to be added the amount carried forward from last year—namely, £1,419—making a total of £14,407 which the directors recommend should be dealt with as follows:—In writing off the balance of preliminary expenses, £1,656 in payment of a dividend of 12½ per cent., less income tax, for the year, leaving to be carried forward £5,241.

JOHORE RUBBER LANDS.

The report of the Johore Rubber Lands (Malaya), Limited, states that the company was incorporated on March 16, 1909 but in terms of the contract with the vendor company the estates were taken over as from January 1, 1909, and the accounts, therefore, deal with a period of twelve months. As advised in the circular letters issued on March 31 and April 12 last three of the company's blocks have been sold—viz., Muar Nos. 3, 7 and 8—for a cash consideration of £15,500, and the properties have been transferred to the buyers, and Segamat blocks Nos. 1 and 2 have been disposed of to the Segamat (Johore) Rubber Estates, Limited, the purchase consideration being £30,000 in fully paid shares of £1 each. Excluding the above blocks, there remain ten blocks of unopened land, aggregating over 25,000 acres, and four blocks aggregating 10,061 acres.

SIMO RUBBER ESTATES.

The report of the Simo Rubber Estates, Limited, states that after bringing forward £1,253, and providing for general administration expenses in London and directors' fees, the net amount at credit of profit and loss account for the year to December 31, is £2,415. It is proposed to pay a dividend of 6 per cent. on the paid-up capital of the company (absorbing £1,200), and to carry forward the balance, £1,219. The returns for the past season, owing to the serious falling off in the cocoa crop through unfavourable weather, coupled with a much lower price, have reduced the profit very largely. The quantity of rubber harvested is still small, and the dividends depend chiefly on the cocoa crop, which varies in amount considerably from year to year. The crop for the season amount to:—Liberian coffee, 684.74 piculs, against 569.15 piculs in 1908; cocoa, 316.99 piculs against 1,061.72 piculs; indigo, 6,868½ Amsterdam lbs., against 8,234½ Amsterdam lbs.; indigo seed, 160 piculs, against 93 piculs; kapok, 86.91 piculs, against 93 piculs; kapok seed, 17.630 piculs, against 176.06 piculs; pepper, 10.82 piculs, against 323.63 piculs; coca leaves, 8,154 Amsterdam lbs., against 2,613 Amsterdam lbs., nutmegs and mace, 1,741 Amsterdam lbs., against 1,464 Amsterdam lbs., and rubber, 1,775 Amsterdam lbs., against 612 Amsterdam lbs.

COOLIES AT THE P. O.

16th inst.

Residents who for a long time have had good reason to complain of the public nuisance caused by the daily congregation of stamp-buying coolies at the Post Office and in Pedder Street will be pleased to hear that this traffic is not going to go on forever as one was almost afraid it would. It is calculated that in two or three months more, all the Hongkong copper coins in circulation will have been called in. For some time they have been coming back into the Colony by the hundred-weight but now the supply is slackening off discernibly.

When an end is put to the existing state of matters none will be better pleased than the Police, who have to listen to constant complaints regarding their inactivity in dealing with the nuisance whilst knowing only too well that they have no power to arrest any of the offenders. Already we hear of two European storekeepers in Pedder Street having given notice of intention to quit their premises on account of the crowds of coolies who throng about the footpath and in front of their shop doors.

The Mitsui Firm.

ROTSCHILDS OF JAPAN.

THEIR MINING ENTERPRISE.

To term the great and illustrious firm of Mitsui the Rotschilds of Japan, is but to convey to the European mind, not thoroughly acquainted with the immense resourcefulness and powerful influence exercisable by that firm, the position they occupy in the industrial and financial world of the island kingdom. The firm in question is owned by eleven partners, each being the representative of one of the eleven Mitsui families. The direct activities of the firm are divided into four companies, of which the most important are:—

Mitsui Gomei Kaisha (firm of Mitsui partnership), the controlling centre of the activities of the Mitsui firm, in which the Mitsui Mining Department is included.

MITSUI BANK, LD.,

the successor of "the Mitsui Bank," the oldest and by far the largest private banking house in Japan, and is backed with a capital of 20,000,000 yen, all of which is paid up; and

The Mitsui Bussan Kaisha, Ld., or Mitsui & Co., Ld., paid up capital 20,000,000 yen just incorporated, being the successor of the Mitsui Bussan Kaisha, or Mitsui & Co., "the king of the foreign trade of Japan", the annual amount of whose business transacted during the year 1908 was about 254 million yen; foreign trade, 173 million yen, that is, 21 per cent of the total volume of Japan's foreign trade.

THE MINING DEPARTMENT.

It is with the first of the three big departments that we are prompted to deal to-day by the receipt of a brochure entitled "The Mining Enterprise of the Mitsui Firm," from the local office of the M.B.K. That section of the firm's business is of special interest to Hongkong, since it probably controls about half the entire aggregate of tonnage employed in the Japanese coal trade with Hongkong. Whether on board ship, in the big factories of Hongkong, or in the domestic kitchen "Miike lump and dust" have almost become household words in the Colony. Familiar as we are with the products of the famous collieries in Japan, all are not acquainted with the fact that the Mitsui Mining Department is the name given to the recently re-organized Mitsui Mining Company, which was established in 1892, and forms a part of the firm of Mitsui Partnership. The department's properties include four working collieries (Miike, Tagawa, Yamano and Hondo), one sulphur mine (Iwasnobori), and one metal mine (Kamioko), and also many coal, gold, and other mining concessions distributed throughout Japan. The production of the Mitsui collieries make up more than one-sixth of the total coal output of the Empire—a fact which shows what an important position the Mitsuis occupy in the coal industry of Japan.

THE MIIKE COLLIERY

is situated on the north-eastern shore of the Gulf of Ariake, in the island of Kyushu. According to local tradition, the discovery of the coal deposit was made as early as the year 1468. The colliery was in the possession of the Government from 1873 to 1889, and during the latter year it was transferred to the Mitsuis. Under the new owners radical improvements were introduced to secure efficient working of the colliery, achieving such a development that to-day the scale of the colliery is incomparable with any other coal mine in the East, its daily output being over 5,000 tons.

The mine workers number 11,717 in all including 700 underground and 5,027 surface hands. Of these workers 33 per cent. are women and convicts from the Miike prison form a part of the mining labour. All the miners are required to save from five to ten per cent. of their earnings by way of providing against emergencies. Liberal rewards are given for regular attendance. The colliery provides three nurseries for the care of infants during their mothers' absence for work. This is quite a new institution established a few years ago for experiment with the object of allowing married women to earn their wages, placing their infants in the charge of the nurseries.

The chief foreign markets for the Miike coal are Shanghai, Hongkong, Singapore, Manila, Java, etc.

THE TAGAWA COLLIERY

is situated in Tagawa district in the province of Buzen, about 40 miles from the port of Moji by the Kyushu railway. The area of the concession is 6,377 acres and the output in each of the past five years is as follows:—

Year	Tons
1904	467,325
1905	400,002
1906	421,410
1907	479,184
1908	540,584

This mine employs over 6,000 workers and its foreign markets are Korea, China, Hongkong, Singapore, Manila, San Francisco, Honolulu, Java, etc.

THE YAWANO COLLIERY

is in the Kaho district in the province of Chikuzen and is in telephonic communication with the principal cities in Kyushu and Shimonoseki across the Shimonoseki Channel. There are evidences that the coal-field was exploited as early as 200 years ago, but no extensive operation had been carried on until the mine was purchased by the Mitsuis in the year 1896. The latest statistics put an average monthly output at the Yamano colliery at 22,000 tons. China, Hongkong, Shanghai, Singapore, San Francisco, etc. are the principal markets for this coal.

The concession of the

HONDO COLLIERY

extends over the divisional line of the two provinces of Chikuzen and Buzen in Kyushu. It is one of the oldest of the coal mines opened in modern style in the Chiku-Ho coal-fields, its first development dating back as far as 1882. After undergoing various vicissitudes under various owners, it finally came into the possession of the Mitsui firm in July, 1907. The output in each of the recent three years is as follows:—

Year	Tons
1907 (July-Dec.)	113,751
1908	197,480
1909	201,084

The mining labour is 3,500 including underground and surface hands. The coal from this mine, like most Japanese coals, finds ready markets in Korea, Chinese ports, Hongkong, Singapore, etc.

Apart from the artistic merit of the book before us from a printer's point of view, including as it does numerous illustrations of the collieries and their equipments, the brochure should be of value to those who have to handle coal either as a fuel or as an article of trade. It contains illustrated articles on Miike harbour, and directions for firing with Miike coal, besides a brief guide to the Mitsui collieries which is accompanied by an excellent map of Northern Kyushu. Separate chapters are also devoted to the sulphur and metal mines operated by the Great Mitsui firm.

THE SLOPES OF TAIMOSHAN.

A NEW TERRITORY HEALTH RESORT FOR HONGKONG.

(Special to the "Hongkong Telegraph.")

This is the season of the year which every one in Hongkong finds to be most trying—when one ceases to take offence at being told by one's friends, "You're looking seedy," so repeatedly is the unpleasantly frank salutation encountered. Those fortunate people who have earned a term of relief from their labours have long time ago fled to less torrid zones, leaving a sorely depleted community of Europeans to face the terrors of a Hongkong summer and to develop thirst and anæmia till the sweltering days of August have been ticked off. It is just in times like these that one begins to realise that Hongkong is lacking in one most important essential in the life of an Oriental city; the Colony has got no health resort.

True, the Peak we have always with us; but for many reasons which need not be enlarged upon, the Peak cannot be considered as an available health resort to the dwellers in Victoria or in Kowloon. It may be asserted that Macao offers all the advantages that a watering place ought to have on its bill of fare. Beauty of situation and salubrity of climate the Portuguese Settlement indubitably possesses; but to Hongkongites in general Macao appeals less as a resort of seekers after health than as the

MONTE CARLO OF THE EAST,

a place whose pleasures are rather feverish and are apt to be followed by a reactionary depression. Japan, again, is too far away and the trip there is too expensive to serve the needs of an ordinary mortal. What Hongkong folks are in want of is a healthy place of resort where the even tenour of the simple life may be pursued for a week or even a week-end—a place altogether away from the City-and-its-business associations, yet within easy reach, blesses with freedom of surroundings, beauty of view, and situated at such an altitude as to ensure the presence if hardly the prevalence of cool breezes from the sea.

Many residents in Hongkong will be surprised to hear that they have almost at their very doors one of the most beautiful and withal convenient bits of country that could be found on the China coast for the establishment of a sanatorium. And this is on the

SLOPES OF TAIMOSHAN,

in the middle of our own New Territory. Unfortunately for themselves, most people in Hongkong have very little knowledge of the New Territory. To them it is *terra incognita*. As they gaze across the Harbour waters they see only the sterile, frowning, jagged hills that dominate Kowloon Peninsula and form from these their estimate of the land that lies behind, imagining nothing of the smiling valleys and fruitful plains protected by that forbidding barrier.

It is now nearly ten years ago since the writer first travelled across the New Territory in company with a Government official who had spent much of his life in the public service here. He was most enthusiastic in his appraising of the value of this new British possession. Indeed it appeared to be almost ridiculous at that time to hear him dilate upon the great development which the future had in store for this country, to hear him prophesy the coming of the railway (where the public highways were bridle-paths) and the spanning of water-courses (where the bridges were rotten pins). Yet to-day we see the fulfilment of his roseate vision.

THE RAILWAY

may be almost said to be an accomplished fact. The Territory has been opened up with fine new roads, and streams have been spanned by modern bridges. But that which struck one most forcibly in this official's forecast of the future was his belief also that a health resort for Hongkong resident would eventually be established in the New Territory. As time goes on the possibility of a sanatorium or a hill settlement arising on the heights of Taimoshan appears to approach more nearly to realisation. Taimoshan is the highest peak in British Kowloon. The view it commands of sea and plain is unsurpassed for loveliness. The railway passes close to its base. Land is cheap for building lots. And the surrounding country with its villages will be found to be a veritable field of pleasurable surprises by the amateur explorer.

Any one who has had experience of the delights of a sojourn at Foochow's summer refuge, Kuliang, will at once appreciate the idea of a similar resort being provided for Hongkong. On Kuliang heights there is always a difference of ten degrees in the temperature as compared with Foochow, and blankets are a necessity at nights. The first

FOREIGN RESIDENCE

there was built in 1886 by Dr. Rennie. Now there are more than one hundred houses, and in the summer time these are fully occupied by dwellers driven from the plains. Under a Public Improvement Committee several miles of paved roads have been constructed, mostly by voluntary contributions by those benefiting from residence on the mountain. There are charming hill walks and many interesting places within easy distance. From the middle of June till September a daily mail service is maintained with Foochow. There are numerous private tennis courts and two public courts on the mountain, and also a swimming pond and hill streams.

All those natural advantages enjoyed by Kuliang are equally to be found in the New Territory. Nor is there any lack of land for the provision of tennis courts and playing grounds. Whether Taimoshan were to be developed into a health resort by the establishment of a sanatorium or of a settlement of pavilions, the project only requires some measure of public support in order to become a reality. The erection of

A SANATORIUM

on Taimoshan has been discussed on more than one occasion during the past few years in the public Press and there is little doubt that any local syndicate formed to carry such a scheme into effect would find it to be a good investment. If, as at Kuliang, various individuals build houses of their own, they would have no difficulty in letting their houses during the months in which they did not require them as residences.

UNITED SINGAPORES.

RIGHTS TO NEW ISSUE.

Messrs. E. S. Kadoorie & Co. are credibly informed that the transfer books of the United Singapore Rubber Company have been re-opened, in order to enable holders who have not already done so to have their shares transferred to their names—thus securing rights to new issue.

THAT 243 earthquake shocks were recorded in the Philippines during the two years ending December 31, 1908, is the statement made in the monthly bulletin for December just issued by the Weather Bureau. None of them, however, was of destructive nature. The bulletin gives statistics of meteorological observations made during the month with a report of the typhoons and earthquakes during that period.

MALAYU.

So easy is it to get accustomed to a phrase without appreciating its literal meaning, that it is said the substantive Spanda, so common in the Netherlands Indies for "boy" or servant, that most people have forgotten that it comes from Malay words "shapa ada," used as a call at the door, when visiting, before the days of card boxes and electric "visitors bells." We do not vouch for the derivation of spanda. The origin of the term Malayu, is always puzzling the minds of new comers—and many oldsters. The common form for people and country is "Malay." But most people speak of the country or district of Malaya; while some quite impossible people insist on Malaysia, a dreadful result of the American habit based on the belief that "the rose by any other name would smell as sweet" and a false grafting of the Asia on Malay. The usual terms used by the men of the country is Negri Malayu, but here again there are many who do not conform to the custom, but give local names, such as Tiga Bush Negri for the Straits Settlements, and Persaketuan Tanah Malayu for the F. M. S. both obviously manufactured names, and the latter as modern as the Kallang waterworks. In the scientific world, Wallace's "Malay Archipelago" has stereotyped a name which includes many more countries and islands than the Malay Peninsula. There are, of course, abundant references in most books dealing with this part of the world.

Sir Frank Swettenham's book on British Malaya does not carry us very far. In chapter II we are told of the Sejara Malayu, the Malay annals; of the foundation, of Singapura in 1160; of the voyage of Werretemanus of Rome, writing in 1503, to the city of Malacka—which some call Meleka; of how Godinho states that

THE NAME "MALACCA"

was only given in 1411 and that it was derived from a tree; of the isthmus leading from Cape Rachado to Sumatra (Claudius Ptolemy, A.D. 163); of Tanah Sumata for Sumatra, and then this remark:—"In Godinho's time the Malay Peninsula was called Ujong Tanah—Land's End,—whereas now it is called Negri Malayu, i.e. the Malay country, while Sumatra is called Pulau Percha, the torn island, as though it had been torn off the mainland, or Tanah Sabrang, the country across the water. There is a very similar instance in the case of Pinang. That island, now separated from the mainland by a wide and deep stretch of sea is still called "Tanjong", by all Malays; tanjong being the Malay for promontory."

Later on in his book, page 144, Sir Frank says:—

"The

ORIGIN OF THE MALAY RACE

is still a matter of doubt, but there are good reasons for believing that Malays are the descendants of people who crossed from the south of India to Sumatra, mixed with a people already inhabiting that island, and gradually spread themselves over the central and most fertile States—Palembang Jambi, Indragiri, Menangkabau, and Kampar. From Sumatra they gradually worked their way to Java, to Singapore and the Malay Peninsula, to Borneo, Celebes, the other islands of the Archipelago, and even to the Philippines, Sulu, the Carolines Islands and perhaps to Formosa. The word Malay is said to be derived from a river of that name, the Sungei Malayu, which flows by the mountain Siguntang Maha Meru, in the State of Palembang, in Sumatra, but it is equally likely that it was carried by the first emigrants from the Mallia or Malaya country in Southern India. The Malay tradition, for which there is not only popular belief but the authority of the Malay Annals (whatever that is worth), is that the cradle of the Malay race is this Bukit Siguntang Maha Meru, now recognized as Gunung Dempo, and there appears to be there a stream with the name Sungai Malayu. People coming from that place would naturally describe themselves as Orang Malayu, the name by which they are known to-day. To support the theory of their Indian origin we have not only places like Singapura, with purely Indian names, but when Perak Malays go back to their old superstitions and endeavour to propitiate malign spirits, they use a form of incantation which they do not understand, but which can certainly be traced to a Sanskrit origin."

Recently published is a volume of the Asiatic Society's monographs, "Ptolemy's Geography of Eastern Asia" by Colonel Gerini up to a few years ago resident in Siam. The author goes into names and places with excessive minuteness, filling a thousand page book with comments and notes on the ancient geography of the extra-Gangetic region. He says that the term Malay is evidently of Southern Indian extraction; and quotes Malai Kurram, near Nagapatam, Kolla Malai Hills, &c. "I have not the slightest doubt that the terms Malai or Malaya and Kolla . . . have been imported to Further India by that stream of Southern Indian emigrants of the dark or negrito race . . . who—driven to the South of the Peninsula and compelled to take refuge in the islands by the Aryans advancing from the north—flowed on to the Malay Peninsula and Archipelago and to coasts of Siam and Kamboja, where they founded colonies and in the course of time spread their religion." Malaya was anciently used in Southern India to designate the religion lying to the south of the Kaveri River, so named from the Malay range of mountains "Malaya was, in a word, the ancient name for the southern end of the Indian Peninsula, part of which is still Malayalam, Malayavara, or Malabar. The Southern Indian emigrants evidently applied the term Malaya to the peninsula which formed the southern end of the Indo-Chinese continent." The reader should not confuse the ancient Malayas with the modern Malay nation, which has apparently resulted, at least in the Peninsula, from a fusion of the descendants of Southern Indians, and new comers from the Archipelago, and the Indo-Chinese Continent. The ancient Malayas and the modern Malayus. The Malayas are constantly mentioned in Indian classics. Colonel Gerini also suggests that the term Samang applied to the Negritos of the Peninsula (Sakeis) is imported from Southern India.

Cape Malea Kolon mentioned by Ptolemy is assumed to be Tanjong Kuantan on the east coast, a similar name given to the headland north of Malacca, Tanjong Tuan or Cape Rachado, may have resulted in the name Malacca, "though a possible derivation from Amalaka, the Sanscrit name for the emblic myrobolam [The Poko Malaka]

. . . I prefer to hold that the name Malacca is either a modification of Malayakolam or Malayaka (meaning the country of the Malayas) or that it is identical with the name of Malaka, a Southern Indian tribe transplanted like many other on the soil of the Malaya Peninsula."

W. M. in *Singapore Free Press.*

IN Tonkin, destitute alien Europeans in certain circumstances have their passages to Europe paid by the government of the Colony. The result (says *L'Avenir du Tonkin*) is that these undesirables flock thither, especially from Hongkong, in hopes of profiting by official liberality. The journal urges that such aid should be limited to Frenchmen and not as at present, to Europeans generally. Great numbers of aliens, it appears, have been sent to Europe this year under this system at heavy expense to the colonial treasury.

THE POPPY IN SZECHUAN.

Chungking, May 21.

Reports of great diminution in the quantity of opium under cultivation this year have been so wonderfully favourable, that I am sure there is need to correct a tendency to suppose that extirpation is all but an accomplished fact.

I was gravely told in more places than one when I was in England two years ago that there was no more footbinding now in China; all women were enjoying natural feet and the torturing of little girls with foot bandages was a thing of the past. Mrs. Little, I was told, had been successful in abolishing the horrible custom.

We all owe a great debt of gratitude to Mrs. Archibald Little for the extraordinary fervour, concentration and ability with which she conducted her crusade. But no one who knows, least of all Mrs. Little herself, would say that the custom of footbinding has been done away with.

In the same way reports one has seen concerning the

REDUCTION IN POPPY CULTIVATION

in China may have conveyed a similar mistaken impression, to people who are too busy to investigate the facts, that poppy crops are hard to find, if not already things of the past.

Wonderful as has been the diminution this year, such an impression is as mistaken as that concerning footbinding.

It is a well-attested fact that in Eastern Szechuan there is still a considerable cultivation and trade in the poppy. The cultivation is, of course, not in conspicuous situations, but mostly away from high roads. In one county, Fouchou, and that one of the largest, if not the largest, in the province, an observant traveller would scarcely believe that prohibition is the declared policy of the Government. There is an exception in this case to the secrecy. On the hilly banks of the Upper Yangtze I saw a month ago in this one county eight-tenths of the cultivated slopes filled with the poppy just coming into bloom (latter part of April). There was little attempt at secrecy. From one end of this large county to the other, about seventy miles, the poppy is this year spoiling the crops of maize, beans, peas, wheat, and other cereals; and, what is worse, the poppy is again limiting the cultivation of the Chinese staff of life—rice—so that rice is dearer than ever.

As far as the eye could reach from a boat in the middle of the broad river the poppy was the

ONE CONSPICUOUS FEATURE

of the hill sides. I could scarcely believe my own eyesight, and was only convinced when I went ashore and made a closer inspection of the fields and conversed with the people.

This open defiance of the prohibitory Edict has, I presume, been kept from the knowledge of the Viceroy in Chengtu, whose seat of administration is four hundred miles distant from Fouchou city. But this rebellious attitude has not been kept a secret from the Taotai residing in Chungking. He was made aware of the facts at the end of last year, and went himself with some soldiers in the steamer Shutung to "exhort the gentry and people of Fouchou to abandon their rebellious attitude." He fined the chou official ten thousand taels and deposed him. I hear that this fine will be banked as a loan fund to help the farmers through with their losses, at a rate of interest undefined.

The Taotai also took guarantees from the local gentry that all the poppy crops not destroyed by the soldiers should be rooted up by their (the gentry's) orders.

What really was done was this. On hearing of the purpose of the Taotai and his soldiers the farmers covered the poppy sprouts with earth. The soldiers visited a few farms near the city, and discovered very little sign of poppy. Where any was showing they cut off the tops, but took care not to cut so low as to kill the plant. Probably they also took guarantees (?) or fines (?).

After a few days the Taotai and his soldiers returned to Chungking. Surely such drastic measures would turn rebels into good and obedient subjects! Or is the whole business no more than Comic Opera?

When they were at a safe distance the farmers hastened to uncover

THEIR BURIED TREASURE

and assiduously encouraged the sickly and injured plants in hope still to make them profitable. But they did not stop there. They planted additional late crops in fields which had been prepared for maize. The net result then of the Taotai's visit was, a pocketful of fine and guarantees for some one, and a greatly augmented poppy cultivation. But we have not done with Comic Opera yet. The new Chou official put out a very correct and orthodox proclamation that poppy was prohibited and then called a conference of the heads of Twan. To them he laid down the law. He would make a personal inspection during the fourth moon, and if he found any poppy he would confiscate the farmer's land and have the farmer beaten. Dear man, he knew quite well that by the date stipulated all the poppy crops of the present year, even including the late ones sown after the Taotai's visit, would be harvested and out of sight.

Of course the poppy crops are poor. Burying the plants for two or three weeks in January; cutting off the tops of the plants not buried; lack of sunshine; and the ingenious trick of planting alternate rows of peas and poppy, or beans and poppy, or wheat and poppy, so that the bloom should be hidden from distant view, all militated against a prolific result.

But with prices varying from five to ten times what used to prevail, even poor crops are good enough this year to make fortunes with.

Is it fanciful to say that with eight-tenths of the fields growing poppy in a county seventy miles from boundary to boundary, such criminal slackness on the part of the officials will breed trouble for next season?

Fouchou rich and impunes, why should not a hundred other counties, when they realize the impunity in this case, disregard the prohibitory Edict and next November sow the seeds of a profitable harvest? Rebellion pays when mandarins are disloyal.

Those interested in this now

CRIMINAL TRADE

have won through and have gained this year even more than they expected. And they are in high hopes of finding a way through next year. This is clearly shown by the rise in the value of property in Fouchou since last December. I had large houses and premises offered me then at reasonable prices. In April these same premises were either not in the market or had doubled their purchase price.

Whatever faith other counties may have in the prohibition policy, Fouchou is at present unconvinced. And neighbouring counties are actually preparing to disobey in the autumn by purchasing seed now from the farmers of Fouchou county.—*N. C. D. News.*

THE CANTON-MACAO RAILWAY.

The Wai-wu pu has been requested by the Portuguese Minister in Peking to open negotiations on the question of joining the lines of the Canton-Macao Railway together.

It is reported that special regulations for the subject will shortly be [illegible]

Times.

In Rubber Land.

THE PLANTER'S LIFE.

(Special to the "Hongkong Telegraph.")

In these days when public interest is so much focussed upon all things pertaining to rubber, anyone who has had experience of life on the rubber fields of the Federated Malay States finds himself besieged with inquiries regarding the life that the planter leads. To begin with, it should at once be made clear that the planter in Malaya enjoys better working conditions than are the lot of planters in the Amazons or on the Congo. In those areas the white planter has to face the terrible scourge of malaria in its most deadly form. In Malaya, unfortunately, malarial fever is a very present evil (as the Prayer Book says) but it does not prevail in the virulent form that makes the rubber-grower's life a burden in those other regions named. This is to say, a man who looks after himself and does not disdain the advice of those best qualified to judge, to take three or five grains of quinine a day, will seldom suffer ill consequences from malaria. Nearly all the estate bungalows in Malaya are

MOSQUITO-PROOF

after the style of the Customs out-stations in China. The use of mosquito-nets, also, is *de rigeur*. As a rule, one would have to go upon a long day's march to discover a more hefty and healthful lot than the planters of Malaya.

At one time the upland planters in the Malay country bore a general reputation for boisterousness and "high life," unsurpassed even by that of the old timers of Ceylon or of British North Borneo. In past years it was merely an incident in every-day life for a party of planters to descend upon Penang or any other convenient township and paint the place red. No one made objection. The invaders were the best of good fellows who for months had been hedged away

IN THE JUNGLE

and were only down from the wilds for a spell to spend their last quarter's earnings, renew old friendships, and break up hotel bars. But a change has come over the scene nowadays. The planter in these strenuous days has to lead a more rigid life and his dissipations are confined to a cocktail in the "Spotted Dog" at Kuala Lumpur or the sporting of a dress suit in the F. M. S. Hotel at Ipoh.

According to recent newspapers from the Malay States, the Government are losing the services of many of their officials who are forsaking the cold shades of public service for the sunnier region of rubber-planting. This movement may lead to the misconception—and, in some cases has done so—that for the work of a rubber planter no particular specific knowledge is required. This is not so. Most of the men who have deserted Government service for the rubber fields have a knowledge, at second-hand at any rate, of the conditions obtaining on the estates; whilst they are one and all versed in the Malay language which is the *lingua-franca* in the Peninsula for Chinese, Tamils, Javanese, Malays, and Europeans alike. Without those qualifications, one need hardly expect to find profitable employment on the rubber fields. So far as the

DAILY ROUND

of the planter is concerned, it can hardly be described as arduous and yet it is certainly exacting. As a rule, the manager of an estate shares in the mess with his assistants and looks after their welfare. That this is no light responsibility may be easily imagined when one considers that most of the assistants are youths of good family at Home, coming almost straight from school to associate with men very much their seniors in point of age, and transferred from the rigidity of Home life to the enervating social atmosphere of Malaya, where the motto of "Free and easy" is accepted as a maxim for the guidance of one's daily life.

But whatever reputation the planters of years past may have borne, those of the present day are a hard-working, capable set of men, fully alive to the importance of the interests which they represent, and desirous only of acting for the best on behalf of their principals. On the comparatively few estates which are fully planted up with rubber in bearing, the task of the planter is lightsome. He requires to supervise the process of tapping, of weed eradication, and of preparing the staple for the market. The round of his estate is easily made by pony-ride, and in a general way a double daily visit suffices. But in the case of estates undergoing the process of clearing, the work is strenuous in the extreme, requiring constant attention and direction.

The planter has to study the temper and disposition of the field labourers who work under him, to act as mediator in their constantly

RECURRING DISPUTES

and quarrels and to further the interests of his shareholders in every way possible. The planter's assistants, by the way, usually come under the category of "creepers." The derivation of the term is vague, but its intent is obvious in the light of our proverb about a child having to creep before learning to walk. "Creepers" are youths who come out from Home on a nominal salary to acquire acquaintance with rubber-planting methods and in many cases to become ultimately full-fledged planters, if not estate-owners.

The work of the assistants on an estate entails constant vigilance and frequent visits to those parts of the plantation where operations are in active progress. The number of labourers on each section of the field has to be tallied morning and afternoon, and the result of the day's working has to be carefully entered up each evening. Apart from the "creepers," the assistants earn good salaries, and as a rule the life of a rubber planter is distinctly desirable. One drawback is the lack of social intercourse. Men on an up-country estate have few opportunities for visiting neighbouring townships; but the monotony of existence is pleasantly broken often times by the exchange of visits to contiguous plantation messes. The Malayan planters are deservedly noted for their hospitality and not even the veriest stranger would be allowed to "go empty away" from a planter's bungalow.

JAPANESE COMMERCIAL FLEET.

The latest official return shows that the total number of Japanese vessels in service at the end of April was 8,510, viz. 1,665 steamers, representing a total tonnage of 1,208,489 tons; 4,850 sailing vessels, of 386,531 tons; and 1,996 koku-buns (junks), of 630,556 koku. As compared with the corresponding period of last year, these figures show an increase of 40 steamers, of 44,391 tons. During the year two steamers between 2,000 tons and 3,000 tons each, and one between 300 and 500 tons were sold or broken up. The additions comprised twenty-nine steamers from 20 to 100 ton, five between 100 and 300 tons, three between 500 and 1,000 tons, three between 1,000 and 2,000 tons, three between 3,000 and 4,000 tons, five between 6,000 and 7,000 tons, and one between 9,000 and 10,000 tons. The sailing vessels, increased by 264, representing a total tonnage of 7,590. Of vessels between 20 and 100 tons 201 were added to the list. The junks increased by 562 in number and 169,037 koku.—*Kobe Herald.*

BILL OF EXCHANGE DISHONOURED.

A COMPRADORE'S LIABILITY.

CHIEF JUSTICE AGREES WITH COUNSEL THEORETICALLY.

14th inst.

Before the Chief Justice, Sir Francis Piggott, in the Supreme Court this morning, Yap Hok Ling, compradore to the Yokohama Specie Bank, of Kobe, Japan, sued Chau Tung Sang, of No. 4, Seymour Road and No. 8, Shelley Street, to recover the equivalent in Hongkong dollars of Yen 60,000, together with interest on the sum at the rate of 6 per cent. per annum from the 10th September, 1905, to payment or judgment. Mr. M. W. Slade, K.C., instructed by Mr. E. J. Grist, of Messrs. Wilkinson and Grist, appeared for the plaintiff and Mr. Eldon Potter, instructed by Mr. P. M. Hodgson, of Messrs. Ewens and Harston, was for the defendant.

Mr. Slade said the facts were very simple. Plaintiff was and is compradore to the Yokohama Specie Bank in Kobe and by his compradore agreement, he was liable to the Bank for the non-payment of all bills of exchange, *inter alia*, of which Chinese were parties. There was a firm doing business in Kobe and Hongkong called the Hip Tung Fung firm. From the year 1903 the firm did business with the Bank in drafts and bills at Kobe. From 1903 to 1905, the business was put through without the plaintiff as compradore requiring any special guarantee or security whatsoever. He was satisfied with the standing of the firm. In 1905, however, he refused as compradore to continue business with the firm without a special guarantor as security. Accordingly, the Hip Tung Fung firm in Kobe obtained from one of its partners, the defendant, a written guarantee which was directed both to the Bank and the plaintiff by name. The guarantee was obtained some time in May, 1905, but no business was done on it until August, 1905. On April, 1905, the Hip Tung Fung firm wanted to do business with the Bank but the Bank declined to do business owing to the fluctuations in exchange. As the firm was in want of a considerable amount of money, the plaintiff out of his own money advanced to the firm 60,000 yen. In September, a bill for 60,000 yen was drawn by the Hip Tung Fung firm on their Hongkong branch and payable at the Hongkong branch of the Yokohama Specie Bank 13 days after sight. The Bank bought the bill and paid 59,000 yen, the bill having been bought at discount. The amount which was paid out of the Bank was paid over to the plaintiff towards the indebtedness of the Hip Tung Fung firm under promissory notes. The bill in due course came down to Hongkong and was accepted by the Hip Tung Fung firm in Hongkong but when it was presented for acceptance, the defendant refused to accept it, saying he knew nothing about it. It was duly presented for payment and dishonoured by non-payment. The matter was referred back to Kobe. The Bank came down on the compradore, who had to pay the amount and interest, which amounted to 700 yen. When he paid the bill, it was endorsed over to him by the Bank. He now sued upon the guarantee and upon the bill. The plaintiff had sued the defendant in the Japanese Court at Kobe and had obtained judgment against him.

Mr. Potter said that the action was an action on the judgment of the Japanese Court; it was not an action on the guarantee.

Mr. Slade—We don't rely on the Japanese judgment.

Mr. Potter—We didn't know that before, Mr. Slade.

Mr. Slade said the reason he did not rely on the Japanese judgment was because it was a foreign judgment. In a sense they could sue on it but the debt would have to be proved over again. If any objection were taken, he would apply for leave to amend the writ.

Mr. Potter—I object to it now. Your Lordship appreciates the difficult position I'm in. My friend is now trying to fight out the case on its merits.

His Lordship—You had sufficient notice?

Mr. Potter—So, my Lord. The statement of claim is purely explanatory. It is to assist your Lordship by giving you a history of the case.

His Lordship—The law is so hopelessly vague on the subject that I'll not attempt to settle it.

Mr. Potter—My friend cannot add on a new and distinct cause of action, which he'll be doing if he tries to fight out the case on its merits.

Counsel proceeded to cite authorities in support of his contention.

His Lordship said that the plaintiff's Counsel had adopted the wrong procedure and was entitled to apply for an amendment.

Mr. Potter—They have not deviated from the usual procedure. What they are asking for is to substitute one cause of action for another. It isn't as if they had made a slip in the writ and now ask to correct that slip.

His Lordship—But you have consented to the pleadings?

Mr. Potter—The mere fact of Counsel consenting to pleadings does not debar him from applying for leave to amend. It would be most unfair on the defendant. We have not asked them for a statement of claim. It is not necessary when they already have a specially endorsed writ. Such a thing is unheard of at home but out here, my friend says it is necessary to file a statement of claim when one is asked for but we have not asked for one. What my friend has done is entirely wrong

His Lordship—Then you've gone wrong with him. You should have pointed out the irregularity.

Mr. Potter—Surely, my Lord, we are not called upon to do that. We are not forced to point out a mistake committed by the other side and thus enable them to come into the Court in a stronger position?

His Lordship—But you should not let him go entirely wrong.

His Lordship—What do you want me to do?

Mr. Potter—I want your Lordship to say that this action is brought solely on the Japanese judgment.

His Lordship—Really, Mr. Potter, it's too late in the day to ask me to do that.

Mr. Potter—The only possible way of bringing the case on a new cause of action would be to amend the statement of claim, which your Lordship will not do.

His Lordship—I'm not inclined to alter my view.

Mr. Potter—Perhaps so, my Lord.

Later, Mr. Potter asked for leave to add on an additional defence *res judicata*.

His Lordship—That'll strengthen Mr. Slade all the more.

Mr. Potter—I'm willing to take the risk.

After some time, Mr. Potter said he would not press the point and did not ask for an amendment.

His Lordship—Yes, I think that is the wisest course.

Mr. Slade—It's as we I for my friend that he does not press for the amendment, because if he asked for *res judicata* I would have asked for judgment and would have got it.

Mr. Potter—I don't know about that.

His Lordship—I agree with you regarding what you have been arguing theoretically.

Mr. Potter—It's satisfactory to hear that your Lordship agrees with me theoretically but I would have been more pleased if your Lordship agreed with me practically. It's comfort but it's cold comfort. In other words, your Lordship admits I'm right but you can't help it (Laughter).

Evidence was called and the case adjourned.

THE COMPRADORE ACTION.

DECISION BY THE CHIEF JUSTICE.

17th inst.

In the Supreme Court this morning, the Chief Justice, Sir Francis Piggott, delivered judgment in the case in which Yap Hok Ling, compradore to the Yokohama Specie Bank, of Kobe, Japan, sued Chau Tung Sang, of No. 4, Seymour Road and No. 8, Shelley Street, to recover the equivalent in Hongkong dollars of Yen 60,000, together with interest on the sum at the rate of 6 per cent per annum from the 10th September, 1905, to payment or judgment. Mr. M. W. Slade, K.C., instructed by Mr. E. J. Grist, of Messrs. Wilkinson and Grist, appeared for the plaintiff and Mr. Eldon Potter, instructed by Mr. P. M. Hodgson, of Messrs. Ewens and Harston, was for the defendant.

In the course of his judgment, his Lordship said that that was an action on a foreign judgment. Mr. Potter had expounded ideas, which he himself had advanced. If he might say so, he believed still more in Mr. Potter's views after having heard him, but he could not alter his view even after having heard substantial evidence. If he rejected plaintiff's story he should do so on a mere conjecture. Defendant's story was somewhat confused, he having made three different statements. Although a protest was not a solemn procedure, yet it was a formal procedure, and defendant ought to have given to the Court the full facts of the circumstances. Defendant said he was not connected with the firm and on being questioned he said he was not an active partner in the firm and then said that he had cancelled the guarantee. That Court had held that compradores were sureties to European firms in respect of their Chinese customers. The details were different in different cases but the broad principle of the system was the same in all instances, namely, that the compradore was liable to the firm in the event of non-payment by any of the firm's Chinese traders. If he adopted Mr. Potter's reasoning, he would be destroying the compradore system as it was at present existent. He therefore entered judgment for the plaintiff with costs.

Mr. Slade asked for judgment to be entered for the plaintiff with interest at the rate of 6 per cent. per annum.

Mr. Potter opposed interest being awarded the plaintiff, as the plaintiff, if he was suing on a guarantee, could make the defendant liable only for what he guaranteed. At any rate he asked for a stay of execution for a fortnight.

His Lordship—Is the defendant resident here?

Mr. Potter—Yes, my Lord.

Mr. Slade—Whenever a storm arises, he retires to Bangkok.

His Lordship—He was in Peking, wasn't he?

Mr. Potter—He went to Peking but he's a naturalised British subject.

His Lordship—On what ground are you making the application?

Mr. Potter—On a point of law. I ask at least for a short time to consider the case. The point of law is not only important but it has never been decided before.

His Lordship—You must give some reason for the stay being granted. A stay of execution is not a matter of course.

Mr. Potter—No. Perhaps your Lordship will give me leave to apply.

His Lordship—I can't do that.

Mr. Potter—My friend is evidently afraid that defendant will run away. I'm willing to give security.

Mr. Slade—We are willing to take his wife's security.

His Lordship said he could not see his way to granting Mr. Potter's application.

Mr. Potter—As your Lordship pleases.

MONEY-LOAN ASSOCIATION CASE.

JUDGMENT DELIVERED.

17th inst.

In the Summary Court this morning, Mr. Justice Hazeland, Acting Puisne Judge, delivered judgment in the case in which Chow Cham sued a young woman named Yuet Sum to recover the sum of $105, for 21 instalments due in respect of a $5 Money Loan Association, of which plaintiff is a promoter and defendant a member. Mr. E. Davidson, of Messrs. Hastings and Hastings, appeared for the plaintiffs and Mr. D. V. Steavenson, of Messrs. Deacon, Looker and Deacon, was for the defendant.

His Lordship in giving judgment said that he was quite satisfied with plaintiff's story and entered judgment for the plaintiff with costs.

Mr. Steavenson said that having regard to the position of the defendant he asked for an order that the amount be paid in instalments. It was a rather large amount.

Mr. Davidson—I don't mind agreeing to instalments, but I don't know what defendant's position is.

His Lordship—Plaintiff may probably know. Defendant is a woman and probably she makes a lot of money.

An order was made for instalments of $25 a month.

SEAMEN'S INSTITUTE.

PROGRAMME OF PROCEEDINGS.

The programme of proceedings at the opening of the Seamen's Institute on 18th inst., at 4 p.m., is as follows:—

Reception of His Excellency the Officer Administering the Government by Sir H. N. Mody and committee.

Prayer by Rev. A. P. Crofton.

Opening speech: The Bishop of Victoria.

Presentation of Institute to the Colony: Sir H. N. Mody.

Speech by H.E. the Officer Administering the Government.

CHANGES IN THE CHINA SQUADRON.

As much comment has been made locally upon the withdrawal of all the British battleships from the China Squadron, it is interesting to note that this class of vessel is about to reappear on the China coast. In the course of the next two or three months, H.M.S. *Swiftsure* and *Triumph* are due to arrive in Hongkong. These battleships are presently attached to the Mediterranean Force and are being relieved by the *Agamemnon* and the *Lord Nelson*, which are being refitted in England.

It is now some years ago since a British battleship was seen in Hongkong waters. Formerly we had the *Glory*, the *Albion*, the *Centurion*, the *Ocean*, and the *Barfleur*—all of which were recalled to Home waters towards the conclusion of the Russo-Japanese war. Now, apparently, the British Government are beginning to realise the necessity for upholding the prestige of the Flag in Eastern seas by means of the presence of the latest type of war-vessels. The *Swiftsure* and the *Triumph* were bought by Great Britain while they were still on the stocks to the order of a South American Republic and although not approaching the *Dreadnought* class they are types of the most modern developments in construction and equipment.

THE WATER SERVICE.

DISCOLOURATION DUE TO LANDSLIP.

The Colonial Secretary informs us that the muddy colour of the Tytam water is due partly to the fact that the reservoir was so low when the recent heavy rain occurred and principally to a landslip which blocked the clear water channel from which it is usual to draw water after heavy rain till the reservoir clears. The water is perfectly good and sound and its colour need cause no alarm.

EASTERN EXTENSION.

IMPROVED RESULTS ON YEAR'S WORKING.

AN ENCOURAGING OUTLOOK.

The ordinary general meeting of the Eastern Extension, Australasia and China Telegraph Company, Limited, was held recently under the presidency of Sir J. Wolfe-Barry, K.C.B.

The general manager (Mr. F. E. Hesse) read the notice convening the meeting and the auditors' report.

The chairman said: Ladies and gentlemen, we meet to-day under the shadow of a great national bereavement and disaster in the death of King Edward, who was a monarch revered and appreciated by the whole country and, I may say, by every civilised nation—a monarch whose wise judgment and profound political wisdom, combined with a personal interest and sympathy with the highest and lowest of his subjects, were most remarkable. His high qualities were and are highly appreciated by one and all, so that each one of us feels his death to be not only a public disaster, but also a deep personal loss. I feel sure that the meeting will wish to record its sense of loss, its sympathy and condolence with the King and the Royal Family, and its attachment and loyalty to the Crown, and, therefore, I wish to move for the acceptance of this meeting: That the shareholders of the Eastern Extension, Australasia and China Telegraph Company, in general meeting assembled, humbly beg leave to express to His Majesty the King their profound grief at the death of his illustrious and universally beloved father King Edward VII., and to offer their personal sympathy with His Majesty and the Royal Family in their bereavement. The shareholders further asked to be allowed to express their profound and dutiful attachment to the Crown and their heartfelt sense of loyalty to His Majesty. (Hear, hear).

The Marquess of Tweeddale, K.T., seconded the resolution, which was carried unanimously by the meeting, upstanding.

The chairman, continuing, said: Turning to the accounts which we have to present, I will remark that when I last had the pleasure of addressing you I mentioned that the commercial depression which had prevailed in the Far East for some considerable time, and had adversely affected our traffic receipts, appeared to be at last passing away. The improved report and accounts now before the meeting show that the views I then expressed were justified, and I am very happy to say the present outlook appears to be still encouraging. Dealing with the revenue, you will find that the figures for the past six months show that the gross receipts amounted in round numbers to £315,000, against £307,000 for the corresponding period of 1908, showing an increase of £8,000. The actual result, however, is better than the comparative figures indicate, seeing that £15,000 of exceptional revenue in connection with the Tasmanian cables was included in the accounts for 1908 which does not appear in the present accounts; consequently, if this exceptional revenue were left out of the comparison, the receipts would show an increase for the half-year of roundly £23,000. The working and other expenses amounted in round numbers to £143,000 against £151,000 for the corresponding period of 1908, showing a decrease of £8,000, which is principally due to the expenses attending the maintenance of our cables having been considerably less during the past six months than in the same period of the previous year, the results are as follows:—Gross receipts amounted to £606,000 for 1909, against £597,000 for 1908, or an increase of £9,000. The expenditure amounted to £337,000 for 1909, against £319,000 for 1908, showing a decrease of £1,000. Thus, in spite of the depression in the first half of 1909, the net result of the past year's working was 11,000 better than in 1908. The net profit for the half year was, roundly, £152,000, and after adding nearly £59,000 brought forward from the previous half-years, there remained an available balance of £211,000. The usual quarterly interim dividends of 2s. 6d. per share were paid during the past year, and it is now proposed to distribute a final dividend for the year of like amount, making a total dividend of 5 per cent. It is also proposed to pay a bonus of 4s. per share, or 2 per cent., making a total distribution for the year 1909 of 7 per cent. on the share capital. The usual additions have been made during the past year to the maintenance of ships, insurance and depreciation funds, and after applying £50,000 of the revenue balance to the general reserve fund, the sum of £26,000 is carried forward, or £8,000 more than in the corresponding period of 1908, when £18,000 was carried forward. I now move the adoption of the report and accounts and the declaration of the dividends set out therein.

The Marquess of Tweeddale seconded the resolution, which was carried unanimously.

The retiring directors (the Marquess of Tweeddale, K.T., and Sir John Wolfe Barry, K.C.B.) were re-elected, and the retiring auditors re-appointed.

A hearty vote of thanks to the chairman, directors and staff of the company terminated the proceedings.

RUBBER STOCKS.

NO EXCESSIVE SUPPLIES TO JUSTIFY LOWER PRICES.

An article on the rubber position which appears in the *Times* Commercial Supplement gives figures in support of its view that there has been no material change in the actual statistical position of rubber. Rumours are in circulation of secret supplies held in stock at Liverpool, but, says our contemporary, it is difficult to put much faith in these in view of the extraordinary tempting prices prevailing, and there is nothing in the import figures to suggest it. The gross imports of rubber into the United Kingdom last year showed an increase over 1908 and 1907, but the net imports, after deduction of re-exports, were, while greater than in 1908 small than in 1907, as shown in the following table:—

	1909. Tons.	1908. Tons.	1907. Tons.
Gross imports	85,003	38,753	35,364
Re-exported	19,896	17,935	17,451
Net imports	65,107	20,828	17,918

A similar comparison for the three months ended March 31 gives the following results:—

	1910. Tons.	1909. Tons.	1908. Tons.
Gross imports	10,755	8,631	8,675
Re-exported	6,683	4,118	3,747
Net imports	4,068	4,185	4,928

In the face of the well-known demand which has existed, these figures do not (from opportunities to make secret untold accumulations of imports).

NEW SEAMEN'S INSTITUTE.

ERECTION OF TABLETS.

17th inst.

Preparatory to the opening ceremony tomorrow of the Seamen's Institute, handsome brass tablets have been erected in the hall of the Institution and on the stairway, chronicling the name of the donor, Sir Hormusjee N. Mody, and of H.E. Sir Henry May, who is to declare the building open.

SIR CHEN TUNG.

SHADOWED BY DETECTIVES.

17th inst.

During the visit to Hongkong of His Excellency Sir Chen Tuan, Chinese Minister-designate to Berlin, his personal safety from attack was a matter that caused no end of uneasiness amongst the authorities here. Sir Chen himself was not apprehensive of any personal violence, but the Police were unwilling to take any chances, and during His Excellency's sojourn in the Colony his movements were shadowed by numerous Chinese detectives. Apparently it was feared that an attempt might be made on the Minister's life by emissaries of the faction in Canton who have been so bitterly invective in their attacks upon Sir Chen's administration of the Canton-Hankow Railway. Fortunately, nothing but passive ill-feeling evinced itself.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

STREET DUST NUISANCE.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

Dear Sir,—Is there any among the long-suffering residents in Hongkong who has not been subjected to the inconveniences, if not the positive danger, of street dust in Hongkong? The practice of sweeping the principal thoroughfares in the City to the annoyance of residents during the tiffin hour has formed the subject of loud and persistent complaint so long in the columns of the local Press, that one wearies to bring it to public notice again. But if the guardians of public health are not above accepting a suggestion from an humble scribe it will serve some useful purpose if they learn that the Health Department of the Tokyo City City Office has made a trial of a new material for the prevention of street dust. The new material is calcium chloride, sent by the American Trading Company, of Yokohama, for a trial. It was sprinkled in a lane near the Teikoku-ja theatre, Yuraku-cho, Kojimachi. Heavy rain has since fallen twice, but the powder is not entirely washed away. Calcium chloride is a combination of chlorine and calcium contained in lime. It is originally in the form of cakes of white colour, but a company of Norwich, England, sells it in the form of a powder, and the American Trading Company, of Yokohama, is its sole agent there. As for the virtues of calcium chloride it is stated, that when it is sprinkled on the street, it not only prevents the rise of dust by absorbing the water from the ground and the moisture of the air, but it kills the germs of disease in the air. It is, therefore, good for the health of the citizens. But the difficulty is that its cost is very high. At present the expenditure for sprinkling water in Yokohama is 7.8 sen per tsubo for one year, but calcium chloride will cost 8 sen per tsubo for one time only, without taking into account the expenses needed for the sprinkling of it. And the effect of calcium chloride will last only for one month, though the company says it will continue for three months.

It is just possible that the alleged impoverished condition of the Colonial purse might prevent the general use in Hongkong of the new material. But if it possesses all the virtues claimed for it, might not a small quantity be obtained and tried in the most frequented, business part of the City? Des Vœux Road and Pedder's Street and the lower north section of Ice House Road could usefully be treated with the calcium chloride to the great benefit and comfort of the business population.—Yours, etc.,

STREET SWEEPER.

Hongkong, 17th June, 1910.

ACCIDENT TO POLICE LAUNCH.

BEACHED AT TSIMSHATSUI.

16th inst.

This morning about eight o'clock Police Launch No. 5, in charge of Lance Sergeant Edwards, was being swung alongside the Police Pier at Tsimshatsui when the strong tide running carried her against the corner of the wharf, knocking a hole in her starboard side amidships near the engine-room. The launch rapidly began to fill with water and had to be beached. She lies on the East side of the Pier with her decks awash.

LOCAL AND GENERAL.

THE Sagga Rubber Co. has declared a dividend of 5s. per share.

THERE was an imported case of plague from Canton on Monday.

THE English Mail of the 14th May was delivered in London on 16th inst.

A CASE of plague occurred at Shau ki-wan on Thursday. The patient is a Chinaman.

A CHINAMAN was fined $500 at the Magistracy on Thursday for unlawfully selling opium.

PETROLEUM has been discovered on the Duff Development Company's concession in Kelantan.

MR. J. E. Younge, advance agent of the Bandmann Opera Campany, arrived from Shanghai on Tuesday by the P. & O. s.s. *Borneo*.

THE estimate of the Indian opium revenue to the end of May was Rs 11,550,000; the amount actually realised has been Rs 22,57,850, almost double the estimate.

A NATIVE was fined $7 at the Magistracy on Wednesday for being in unlawful possession of a bag of betel-nuts, a quantity of rice-sweepings and two bags of meal.

A BARBER who was charged at the Magistracy on Tuesday with cutting and wounding another barber with a chopper at No. 1, Hung Hing Lane was awarded three months' hard labour.

THE total output of the Chinese Engineering and Mining Company's three mines for the week ending 4th June, 1910 amounted to 19,485.79 tons and the sales during the period, to 20,379.11 tons.

AT the Marine Court on Wednesday the Chinese coxswain of the steam launch *Peggy* was summoned for obstructing the passage to Blake Pier on Saturday night. The summons was dismissed.

THE French Mail of the 9th May has been delivered in London.

THE German Mail of the 18th May was delivered in London on the 16th inst.

MR S. B. Henson is appointed to act as Assistant Police Superintendent at Penang.

THE Singapore Portuguese Mission Incorporation Bill has received His Majesty's approval.

FOR snatching a gold ear-pick from a Chinese woman, a native was on Monday awarded six months' hard labour and four hours' stocks.

IT is reported that a slight accident occurred to the steamer *Kwong Yuen* while being hauled up on the slip at the Quarry Bay Docks.

COMMANDER and Mrs. Basil Taylor and party were amongst the spectators at the Dragon Festival celebrations last Saturday at Cheung Chow.

THERE was another advance in the price of Para rubber on Saturday. The cabled quotation from London is 10s. 3d. per lb. against 9s. 8d. yesterday.

THE name of Dr. I. E. Mitchell, B.A., M.D., C.M., has been added to the Register of Medical Practitioners entitled to practise medicine in the Colony.

THREE months' hard labour and four hours' stocks was awarded a native in the Police Court on Monday for stealing a gold watch and chain and appendage.

FOR stowing away on the s.s. *Kutsang* with intent to obtain a passage, a Chinaman was on Tuesday fined $100 or three months' hard labour. L. T. Taylor prosecuted.

THE American s.s. *Union* has been moved from her berth outside Kowloon Dock down to Taikoo Dock, where she is to undergo overhaul and be lengthened some 30 feet.

THE *Kum Sang*, which arrived from Singapore this morning, lost her starboard anchor and some 15 fathoms of chain while proceeding to the anchorage, says the *Straits Echo*, of June 4.

TWO Chinese were charged in the Police Court last Saturday for being in possession of 13 taels of opium at Tsim-tsa-tsui. The men were discharged and the opium was ordered to be confiscated.

A FIRE broke out in the early hours of last Saturday in a house in Shanghai Street. The house, which was used as a grocer's shop, was completely burnt out. The damage is estimated at $4,000.

THREE Chinese were charged in the Police Court on Tuesday with stealing money and property to the value of $524 on board the s.s. *Laisang* on the high seas from passengers. The case was remanded.

As a small boy was walking along the roadway on Sunday, he felt a tug at his pocket and the next moment his watch and chain had gone. On Monday the thief was given six months' hard labour and four hours' stocks.

THIS being the fifth day of the fifth Chinese moon, the Dragon Boat Festival was celebrated with the customary enthusiasm by the boat community in the Colony. As usual the snake-boat races at Aberdeen attracted thousands of spectators.

ACCORDING to the *Straits Echo*, Dr. Goh Lean Tuck, of the Army Medical College, Tientsin, and a former Queen's Scholar of the Penang Free School, who is visiting Singapore, is joining the staff of the Hongkong University.

MESSRS. Warner, Barnes and Company, have given notice of appeal to the court of first instance, from the decision of the Deputy Collector of Customs imposing a fine of Y500 upon the master of the steamship *Rubi*, for having unmanifested cargo aboard his vessel.

IT speaks much for the smartness of the staff of the Hongkong and Whampoa Dock Co. when we state that the Company's launch *K. S.*, which foundered in the harbour at Kowloon last Friday night and was raised on Saturday, was plying in the harbour on Wednesday in a new coat of paint.

ANOTHER band concert in the Botanic Gardens is being arranged for on Saturday week, on which occasion the entry-fee will be reduced to 50 cents. The takings at last Saturday's concert were barely sufficient to pay expenses and it depends upon the attendance at the forthcoming concert whether or not there will be a continuance of these entertainments.

RETURN of visitors to the City Hall, Library and Museum for the week ending the 12th June, 1910:—

		Library	Museum
Non-Chinese		372	140
Chinese		126	2,054
Total		498	2,194

A SHARP shock of earthquake was felt at Manila on 7th inst. at 8.40 p.m. with principal movements from north to south, the centre of the seismic disturbance being, so far as the observatory was able to determine, either in Nueva Ecija or along the Batangas coast. Observatory reports show that the shock was not severe at any place in the Philippines and that while sharp it was of but short duration, the vertical movements lasting only two seconds and the horizontal but one. It is believed that the effect of the shock was felt from the south of Mindoro to Pangasinan.

CROWN-SERGEANT Garrod last Saturday arrested four Chinese near the Post Office for behaving in a disorderly manner. The Sergeant told the men about three or four times to depart in peace, as they were obstructing the roadway, and each time the recalcitrants came back howling at one another, with the evident intention of buying stamps, although there was still some time for the Post Office to open, the howling and hooting being engaged in apparently to secure first place. The men later appeared before Mr. J. R. Wood and were remanded, bail being allowed in the sum of $4 each.

NATHAN Road, Kowloon, was the scene of a disturbance shortly after five o'clock on Tuesday afternoon, in which rowdy rickshaw-pullers chiefly participated. It appears that a quarrel arose between two of the jahus and by the time a *lukong* arrived on the scene of the disturbance, one of the belligerents was laid here in *combats*, in the meantime one of the coolies reporting to the police that the man had been killed. When the *lukong* tried to put the injured man in a rickshaw some of Kowloon's undesirable element surrounded him and one of them inflicted a number of blows on the back of the luckless *lukong*. The assailant, four of them appeared before Mr. J. R. Wood on charges of disorderly conduct and fighting in the street and assaulting police. One of the men was fined [illegible] in default of evidence and the other three were remanded, bail being allowed in the sum of $25 each.

MR. Machado, the manager of United Singapore Rubber Plantations, is in hospital rather ill.

MR. J. D. Lloyd, Cadet, passed his final examination in Cantonese, on the 13th May, 1910.

DR. and Mrs. Hock returned from their holiday in Japan by the s.s. *Prinz Sigismund* on Friday morning.

A coal-coolie who stolen set of r[illegible] on board the s.s. *Shansi* was on Monday awarded one month's hard labour and six hours' stocks.

FOR being in possession of a quantity of stolen rice worth $8, a native was on Tuesday fined $10. Chinese Detective-Constable 163 prosecuted.

MR. E. A. Gardiner, second superintendent of Police at Singapore, is visiting the Punjab to recruit Sikhs for the Singapore force, says an Indian paper.

THE director of health in Manila has received advices from Saigon that cholera is prevalent at that port and that the death rate is fifteen cases a week.

IN the Summary Court on Friday m[illegible]ning, Mak Nam Woon, proprietor of the Belle View Hotel, sued J. Lafferty for the sum of $[illegible]05. The case was adjourned to next Friday's list.

MAJOR C. H. Evans has applied for a summons against the master of cargo-boat S[illegible] for obstructing the road in the waters of the Colony in the vicinity of H.M.S. *Tamar's* mooring.

ABOUT 4 a.m. on the 4th instant a fire broke out at Goto, Matsura district, Nagasaki prefecture. The fire lasted about 6 hours, and destroyed altogether 300 houses, representing about one-third of the village.

THE *British North Borneo Herald* is informed that Sekong Estate obtained the splendid price of 13s. 4½d. per lb for the last lot of their rubber sold. This is the highest price obtained so far, and we heartily congratulate the management.

JUDGMENT was reserved by the Full Court on Friday in the case in which John Lemm, architect, is seeking to have three judgments, delivered in connection with the recent criminal conversation case brought by Capt. T. A. Mitchell, reversed.

THE young Chinaman who is charged with the alleged murder of an aged compatriot at No. 4 Queen Victoria Street on the 28th May last, appeared before Mr. J. R. Wood at the Magistracy on Friday afternoon and evidence having been called prisoner was remanded.

THE holders of the concession for the electric lighting of Sandakan have obtained a short extension of their option. This indicates that the scheme is still under serious consideration, and that one may shortly see the last of the old-fashioned oil lamps in the streets.

IN the course of an action in the Summary Court on Friday, Mr. Reader Harris stated that the case was one of those instances in which the defendant had paid in interest four times the amount of money borrowed and he asked his Lordship to make an order for the payment of a penny a month.

A STRIP of land on the Leila Road, Sandakan, distant about one mile from the Government offices, and 1¼ acres in area, was sold by auction at the Land Office on 27th ult., and realised the high price of $960. The land carries a rental of $3 per annum, and is planted up with coconuts and fruit trees.

FATHER Algue, director of the weather bureau, is making special observations of the clouds in Baguio. During his recent visit to Manila he prepared an apparatus for this purpose and carried it with him to Baguio where he has had it installed in the Baguio observatory. He expects to remain there about a month in connection with these interesting investigations.

HEAVY clouds of locusts are ravaging the rice fields of Pagabilon and Cuco, Camarines. They have already done great damage and the number of the insects is so great that while the inhabitants have eaten millions of them and pickled many millions more, the ground is still covered with them and the air thick with them. It is believed they came from the neighbouring bosques.

RECENT advices from Zambales province indicate that the rinderpest is creating great havoc with the cattle in the district from Iba to Olongapo. Captain Washington Grayson has turned over a considerable number of his Constabulary for quarantine service, and is generally co-operating with the provincial authorities and the farmers in an effort to suppress the destructive disease.

THE case was concluded before Mr. Justice Hazeland, Acting Puisne Judge, on Monday afternoon in which Wong Fu Ng, compradore sued Capt. A. A. Johnson, Master of the s.s. *Shui On*, to recover $1,000 for alleged assault and false imprisonment on the 16th February last. Counsel on both sides having addressed the jury, a unanimous verdict that no felony had been committed by the plaintiff was returned and general damages were awarded in the sum of $500. The jury was as follows:—Messrs. J. A. T. Plummer (foreman), J. A. Hunter and D. Cooper. A stay of execution was granted pending appeal.

THE export of Japanese cotton yarn from the 1st to the 27th ultimo amounted to 30,023 bales, and the total for the whole month was estimated at about 33,000 bales, allowance being made for shipments the remaining four days. The *Japan Chronicle* understands that, Indian yarn having been sold at a sacrifice at Shanghai, Japanese yarn has been much affected, and little business has been doing lately. However, a considerable quantity is to be delivered on contracts made for forward delivery, while 4,000 bales taken delivery of by the Japan Raw Cotton Company on time bargain on the Osaka Yarn Exchange are to be shipped this month. It is therefore probable that the export this month will not fall off to any great extent.

THE P. M. steamer *Siberia* which left Yokohama for San Francisco on the afternoon of the 1st instant, was to have carried 28 Russian labourers (14 men and 14 women) from Kobe for Honolulu. On the arrival of the steamer at Yokohama from Kobe on the morning of the 1st, ten of these Russian passengers were found suffering from measles, two others having succumbed to the disease during the voyage, at about 7 a.m. on the 30th ultimo. The *Japan Gazette* states that the Yokohama Agent of the P. M. Co. asked all the Russian passengers to disembark here, but they at first refused to do so. The Russians were finally caused by the Harbour Police, at the instance of the Agent, to comply with his request and the sufferers were received in the General Hospital. These passengers are to be sent to their destination as soon as the patients become convalescent. It is said that one of the Russians is mentally deranged.

A CHINAMAN was fined $10 by Mr. J. R. Wood in the Police Court on Wednesday for ill-treating pigs. The defendant was found on board the s.s. *Matilda* throwing the animals on to the deck in baskets, a distance of nine feet.

AS the s.s. *Haiching* was leaving the Douglas wharf on Tuesday afternoon a Chinese woman was observed by the passengers of the Star Ferry boat to jump overboard from the *Haiching*. She was rescued by one of the deck hands off the Ferry launch, and both were picked up by the Nippon Yusen Kaisha launch.

THE total output of the Chinese Engineering and Mining Company's three mines for the week ending 28th May, 1910, amounted to 19,001.19 tons and the sales, during the period, to 29,876.91 tons.

A TOKIO despatch of 8th inst. says:—H E Wu Wei-te, Chinese Minister in Tokio, who has been appointed Junior Vice-President of the Waiwupu, left Tokio for China on Monday. His Excellency had a farewell audience of the Emperor and was entertained at dinner by Count Kimura, Minister of Foreign Affairs, on Monday.

A FOURTEEN-year-old youth appeared before Mr. J. R. Wood at Magistracy on Monday for stealing two brass curios from a Japanese shop at No. 12, Lyndhurst Terrace. It appears that the owner of the shop on several occasions previously had missed certain valuable articles, which the thief disposed of to a number of shop-keepers in Lower Lascar Row. This morning he was convicted but his Worship reserved his sentence.

PATRONS of the Ring will be interested to hear that Bill Lewis (*alias* Lyn Truscott) will be back in Hongkong towards the end of next month. Arrangements are being made by Mr. R. Whittaker for fixing up some suitable meetings for Lewis. One of the first of these contests should be with Willis, who is much fancied by his supporters. "Battling" Sims, too, is anxious for another set-to with Truscott, who, by the way, will continue to fight under his old Ring name of "Bill Lewis" while on the China coast.

THE case was concluded before Mr. E. R. Hallifax at the Magistracy last Saturday in which S. E. Allana and D. R. Captain were charged by Miss Della Huard, of No. 49, Hollywood Road, with alleged assault in her brothel on the 26th February last. His Worship found the defendants guilty of common assault and sentenced each of them to fourteen days imprisonment. Messrs. F. P. Hett and Mr. M. R. Harris, who appeared for Allana and Captain, respectively, intimated that they wished to appeal against the conviction and the defendants were liberated on bail in the sum of $500 each and a personal bond of $250 each.

COMMERCIAL.

June 17th, 1.00 p.m.

The following quotations for rubber shares, by wire, are supplied by Messrs. E. S. Kadoorie & Co.:—

Allagars	6/6
Anglo-Javas	Tls. 18
Ang o-Malays	28/6
Balgownies	$21
Batu Tigas	110/-
Bertams	—
Bukit Kajangs (pp.)	—
Bukit Rajahs	—
Carey Uniteds	25/- prem.
Castlefields	130/
Changkat Serdangs	$18
Cheras	$20
Damansaras	167/6
Eastern Internationals	35/- prem.
Fed. Selangors	—
Glenealys	$3
Glenshiels	—
Golcondas	132/6
Golden Hopes	—
Highlands and Lowlands	133/-
Indragiris	$35
Inch Kenneths	—
Jeqkies	—
Jonglandors	—
Kamunings	8/6 prem.
Kuala Lumpors	192/6
Lanadrons (fully paid)	—
Lonadrons (ppd.)	—
Labus	—
Ledburys	95/-
Linggis	50/6
London Asiatics	15/6
London Ventures	7/-
Merlimaus	—
Pajams	$16½
Pegohs	$43
Rubber Trusts	50/- prem.
Saggas	—
Sandycrofts	$39
Sapongs	—
Seafields	—
Sekongs	3 7/6 prem.
Shelfords	7 1/8
Singapore & Johores	$22
Sumatra Paras	13/-
Sungei Chobs	120/-
Sungei Kapars	17/6
Tandjongs	55/- prem.
Tangkahs	25/- prem.
Toerangis	5/- prem nom.
Ulu Rantu	—
United Serdangs	37 6
United Singapores	$3
United Sumatras	10/0
United Langkats	—
Para Rubber	10/2 per lb.

Linggi Co. has declared an interim dividend of 1/-.

Anglo-Malay Co. has declared an interim dividend of 6d. per share.

MAY RUBBER RETURNS.

Kuala Lumpor, June 4th.

The following Rubber companies announce the following crops for the month of May:—

Anglo Malay	47,951 lbs.
Pataling	27,057 lbs.
London Asiatic	12,616 lbs.
Golden Hope	5,877 lbs.
Selaba	5,786 lbs.
Ribu	5,615 lbs.
Bikam	785 lbs.
Sungei Choh	3,9[illegible]0 lbs.
Sungei Salak	2,103 lbs.
Seremban	31,516 lbs.
Highlands and Lowlands	38,648 lbs.
Batu Tiga	6,611 lbs.

Messrs. Behn Meyer.

SINGAPORE PARA, May 4,[illegible]50 lbs.

Other Sources.

INCH KENNETH, May 14,428 lbs. last May 5,239 lbs, to May 31st 128,047.

CAREY UNITED, May 12, 0.0.

BUKIT KAJANG, May 3,824 lbs, total five months 12,761 lbs.

SAINT HELENA, Perak, May 125 lbs.

Messrs. Guthrie & Co.

KAMUNING, May 7,171 lbs. Revenue—from tin $3,370. April 6,293 lbs and tin $4,541; ten mos. 57,367 lbs; tin revenue $63,417.

Messrs. Barlow & Co.

HIGHLANDS LOWLANDS, May 38,648 lbs; total for five months 184,[illegible]86 lbs.

Kuala Lumpur, June 6.

GLENSHIEL:—3,120 lbs.
IJORA:—9,67[illegible] lbs.
BEVERLAC:—8,943 lbs.
Agents F. W. Barker & Co.
MERTON:—1,761 lbs.
ALMA:—600 lbs.
Agents Evatt and Co.
CHANGKAT SERDANG:—3,003 lbs. Total four months 12,599 lbs.
Agents, Messrs Aylesbury and Garland.
SENGAT:—6,00[illegible] lbs. Total 26,015 lbs.
GLENEALY:—1,621 lbs. Total 7,860 lbs.
RATANUI:—1,49[illegible] lbs. Total 5,129 lbs.
Agents F. W. Barker & Co.
LANADRON:—37,178 lbs.; against 18,738 lbs; Total five months 143,928 lbs; against 84,666 lbs.
Sedawang:—6,000 lbs; against 1,208 lbs; Total for four months 19,904 lbs; against 4,170 lbs.
SINGAPORE AND JOHORE:—10,056 lbs; against 2,492 lbs; Total for five months 41,091 lbs; against 8,600 lbs.
LEDBURY:—9,609 lbs: against 4,049 lbs; Total for five months 42,463 lbs; against 19,717 lbs.
Agents McAlister & Co.
Allagar:—3,100 lbs.

MAY RUBBER RETURNS.

GEDONG:—13,500 lbs.
NOVA SCOTIA:—8,480 lbs.
JEBONG:—18,500 lbs.; Total five months 81,842 lbs.
ALOR PONGSU:—1,870 lbs.
GLENSHIEL:—3,120 lbs.; Against 571 lbs.; Total for five months 11,235.
Agents, Messrs. Jaegar and Co.
UNITED SUMATRA:—Coffee 330 piculs; Rubber 3,318 lbs.
Agents, Gunn and Co.
TRAFALGAR LTD:—260 lbs.

Kuala Lumpur, June 7.

F.M.S.—31,870 lbs; Total for year 292,577 lbs; Against 136,512 lbs.
KUALA LUMPUR:—38,500 lbs; Total eleven months 449,400 lbs; Against 179,912 lbs.
EDINBURGH:—6,400.
SUNGEI WAY:—5,734 lbs.
NORTH HUMMOCK:—5,189 lbs.
CASTLEFIELD:—3,030 lbs.
Agents Sharp Ross & Co.
MERLIMAU:—6,032 pkls tapioca value $42,257 (Dec.-May.)
CHIMPUL:—2,786 pkls tapioca value $18,418 (Apl. and May.)
BATANG MALAKA:—2,484 pkls tapioca value $14,740 (Dec.—May.)

SINGAPORE QUOTATIONS.

Messrs. Ellis and Ellis advise us of the receipt of the following telegraphic quotations from Singapore to-day:—

	1.50 p.m.
Ayer Panas	$12
Balgownies	9
Changkat erdangs	13
Glenealys	2.75
Indragiris	30
Pojams	18
Pegohs	41
Sandycrofts	38
Singapore and Johores	18
United Singapores	2

RUBBER MARKET.

Hongkong, 17th June.

The promising outlook at the beginning of the week, when the market opened strong in sympathy with a rise in the price of Rubber, was not sustained throughout the week. The smart spurt in the price of shares was soon checked and a recession took place, bringing rates down several points though not to the depth touched during the preceding week. Sales have been few and far between, though a better evidence is apparent of an inquiry for Singapore stocks. The market closes rather steadier.

Para Rubber in London, by private telegram, is advised at 10s 3d. to-day.

The record of the week's business is detailed below:—

Anglo Malays, after sales at 30/6 and 30/-, declined to 28/6, but at the close are steady at 29/-.

Allagars were sold during the early part of the week at 7/9 and later at 6/6, closing quiet.

Carey Uniteds are steady at 25/- prem.

Eastern Internationals have been the medium of a fair business up to 42/6 prem. during the early part of the week and later at 35/- and 37/6 prem, closing at 35/- prem.

Linggis changed hands at 6/-.

London Ventures were placed at 8/-, 7/6 and 7/3, closing with probable sellers at the latter rate.

Merlimaus are on offer from London at 7/3.

Ledburys have fluctuated a good deal during the week from 115/- downwards and now comes steady at 95/-

Tangkahs dropped from 37/6 prem. to 25/- prem, but now comes higher at 27/6.

United Serdangs have been dealt in to a fair extent at various rates up to 145/- and later at 140/-, 135/- and 130/-. At the close there are sellers at the latter price.

United Sumatras are quiet and without business to report at 17/6.

Sumatra Paras are also quiet at 13/3.

London Asiatics rose to as high as 17/- with sales at 16/9, closing at 16/-.

Balgownies have been sold at $9 and $10, closing with probable buyers at the former rate.

Changkat Serdangs are quoted at $13 from Singapore without business to report.

Ayer Panas can probably be obtained at $13.

Pajams have improved and there are no sellers under $18.

Glenealys, after sales at $175 and $3, are on offer at the former price.

Indragiris are quoted at $3 from Singapore with buyers probably at $1 lower.

Pegohs have buyers at $40, without inducing sellers.

Sandycrofts have again been sold at $37½.

United Singapores after small sales at $2 close steady.

The Bank's closing T.T. quotations are as follows:—

On London	1/9
" Shanghai	74
" Singapore	76

ELLIS & ELLIS.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	1/9
Do. demand	1/9 9/16
Do. 4 months' sight	1/9 13/16
France—Bank T.T.	2.26
America—Bank T.T.	43
Germany—Bank T.T.	1.83
India T.T.	135
Do. demand	135
Shanghai—Bank T.T.	74
Singapore—Bank T.T. per H.K. $100	76
Japan—Bank T.T.	88
Java—Bank T.T.	107½

Buying.

4 months' sight L/C.	1/9½
6 months' sight L/C.	1/10
30 days' sight San F'co & New York	44
4 months' sight do.	45
30 days' sight Sydney & Melbourne	1/10
4 months' sight France	2.30
6 months' sight "	2.32
4 months' sight Germany	2.8
Bar Silver	84 11/16
Bank of England rate	5 %
Sovereign	$11.[illegible]

CHINESE STRIKE IN BANGKOK.

They have been having quite lively times in Bangkok lately owing to the Chinese going on strike because they have to pay an increased poll tax. The following account from the *Siam Observer* gives some details:—

The much-talked-of strike of Chinese on account of their objections to paying the Capitation Tax took place on June 1. The strikers, having given notice of their intention, could scarcely be surprised that the Government took all reasonable steps to meet it and did so in a way which must have rather surprised those who organised the affair. The result of the whole thing was that when Bangkok awoke this morning the place was simply alive with police and, in some places, soldiers. The result was that overt acts and acts of violence, at first feared, were speedily seen to be rather too risky for the Cantonese and Taichews who have been at the head of the movement to attempt, and, as a result, the day has passed of very quietly.

The first noteworthy sign of the approaching strike, if strike it can be called, took place yesterday afternoon, when there was a regular rush for foodstuffs in the markets. Everyone appeared to be laying in stores of rice, dried fish, salt, sugar and kindred commodities, as though to stand a siege of some days. The natural result of this was that the petty traders put up their prices and in some instances doubled or trebled them. Last night the Chinese bakers and butchers struck work and this may be regarded as the real beginning of the troubles. The bakers were quite alive to their own interests, however, and some, who usually call only in the mornings, came also in the evening and delivered their customary supply for to-day. The Chinese butchers having slaughtered no cattle, the B. M. C. and the Indian butchers sensibly seized their opportunity and killed an extra quantity, the result being that beef was obtainable as usual and at the usual rates, while there were little less than the usual amount of fruit and vegetables in the market.

The rikisha towkays having decided to join in the strike, they this morning withdrew their vehicles from the streets, and these latter seemed to greatly benefit by the change. But they looked odd for, in many districts, all the shops were shut. This, it may be stated, was not in any way due to their proprietors sympathising with the striking Chinese but simply through fear. There seems to have been some doubt as to whether the Cantonese fitters and boiler-makers, employed at Messrs. Howarth Erskine's and by the Bangkok Dock Co., would join in the strike. They settled this question themselves by doing so and they were joined in their action by most of the carpenters and blacksmiths. The wharf coolies at Messrs. Windsor and Co.'s and those at the other wharves along the river side promptly followed suit and it was difficult to get a Chinese coolie of any kind willing to work at anything all day. In the rice-mills, however, things were somewhat different, and some of the mills have been in full work all the time, although others have closed down.

Extremely serious though the strike has been, it yet has its lighter side and comic interludes have been fairly frequent. One of these was the spectacle of a well-known and popular high official killing a pig, coram populo, in a shop at Talat Noi. He did it in quite an artistic and butcherly manner too, but at the expense of a handsome silk panung. I saw a much-respected local resident carrying something in a pocket handkerchief which turned out to be about a couple of pounds of very scraggy looking beef-steak. When I met him he was complaining bitterly about not being able to obtain any bread; a sad state of affairs, truly, since he had invited a couple of friends to dinner just prior to discovering that his cook and boy had vanished.

SUGAR IN JAPAN.

DAI NIPPON SUGAR COMPANY.

In reference to the position of the Dai Nippon Sugar Company, the *Nippon* notes that the readjustment of the company's affairs undertaken by the new board of directors has been progressing favourably. The net profit for the present half-year it is estimated at over Y900,000, it is proposed to devote to the settlement of debts. If the scheme proposed by the board is carried out, the company's financial position will stand as follows:—

Legal reserve	Y936,000
Special reserve	1,163,100
Profit for the present period	900,000
Total	Y3,100,000
Loss brought over from the preceding period	Y2,500,000

It is proposed to make good the outstanding loss out of the reserves and the profit, the balance of Y600,000 being made the nucleus of a reserve. In the past the money receivable from sugar sold for forward delivery was added to the revenue, but this method is to be changed, and it is proposed to add such money to the profit only when it is actually received. When this is done it is thought the revenue in the next account will be much increased. Bad debts will be written off. If the ten years' readjustment scheme be slightly modified and the profit for each half-year be devoted to the settlement of the price of the Dairi Mill—Y6,500,000—and the payment of the debentures now standing at Y7,000,000, concludes the *Nippon*, the readjustment of the Company's affairs will be expedited, as the Dairi mill will then have been bought in instalments. How the sugar tax in arrear is to be settled is not stated, and indeed the whole article seems to be devoted to putting the affairs of the company in the most roseate light.

IMPORT OF FORMOSAN SUGAR.

The *Asahi* reports that between January 1st last and the 3rd instant the quantity of Formosan crude sugar imported into Tokyo and Yokohama amounted to 1,036,306 bags, of which 650,751 bags were brown sugar, while the Formosan crude sugar stored in the Tokyo, Toshio, and Central warehouse in Tokyo and Yokohama amounts to 615,000 bags. In the Tokyo and Yokohama districts, including the two cities, the consumption of sugar in the past five months amounted to 84,000 bags per month on an average.—*Japan Chronicle.*

ANOTHER RECORD FOR THE "MINNESOTA."

STEAMSHIP, WITH SILK CARGO, REACHES SEATTLE IN TWELVE DAYS.

We are informed by Mr. C. F. McWilliams, General Agent for China, Japan and the Philippines of the Great Northern S.S. Co., that a cable from Seattle announces the arrival of the Co.'s s.s. *Minnesota* from Yokohama on Friday morning, the 3rd inst. This is another record trip for the big boat, as she sailed a day late and got in a day ahead of schedule time. Her schedule sailing date from Yokohama was Saturday, May 21st, and her schedule date for reaching Seattle June 4th, but she left Yokohama on Sunday afternoon, May 22nd, and actually reached Seattle, as stated, on the morning of June 3rd. The point will be of interest to silk shippers, as the *Minnesota* carried 1,121 bales of silk from this port, besides 203 from Hongkong.—*Japan Gazette.*

SINGAPORE SHARE MARKET.

FRASER AND CO.'S CIRCULAR.

No signs of improvement in the market have been apparent during the past week, but prices have continued to drop, and apart from a fair amount of forced selling there is little business to record. At the close, however, a better tone prevails and the low prices are beginning to attract investors.

RUBBER.—It will be seen that, almost without exception, prices of both sterling and dollar shares have receded considerably. Malacca Ordinaries are quoted about £12, Bukit Kajang 65s. Highlands and Lowlands are changing hands round £6, Duffs round 20s, Selangor Rubbers at 70s; and Bukit Mertajams at 3s. 7d. Balgownies stand at $18 to $19, Ayer Panas are down to $10, and United Singapores have changed hands at $2 to $1.80. Changkat Serdangs have been done at $12, and Port Dicksons are attracting attention at $6 premium.

Mines.—A small number of Raubs and Tronohs have changed hands at last week's quotations.

General.—Straits Traders remain unchanged at $58.50 to $59 business done. Howarth Erskine's Preference Shares have been sold at $[illegible] and St aits Ice at $160

SARAWAK OPIUM FARM.

GOVERNMENT RELEASES FARMERS FROM THEIR CONTRACT.

The following item of news is taken from the *Sarawak Gazette* of June 1:—

The present opium farmers having got into difficulties as regards the rent for the farms, resulting in a breach of their agreement, the government have found it necessary to release the farmers from their contract at the end of this current month. A company or syndicate is being formed and will take over the farms from July 1 next for one year and it is hoped that from the experience gained during that period a system may be evolved under which the business can be permanently run with local capital to the advantage both of the government and the inhabitants of Sarawak. Government will supply a certain portion of the capital required, will be represented on the board by three government officers, and will receive a fixed monthly payment as well as a dividend upon the money which it invests. One half of the balance of the capital is to be subscribed by the Hokien Chinese who will be represented by two directors elected by themselves, and the remaining half by the other Chinese merchants and others who will also choose two directors.

RUBBER RESILIENT.

FURTHER ADVANCE EXPECTED.

London, June 10.

The rubber situation is better and the home and American demand shows an improvement. Fine Hard Para is at 9/8 and the rise has further stimulated rubber shares.

Kuala Lumpur, June 10th.

Messrs. Harper have a wire from London stating that fine sheet rubber is fetching 8s. 9d. per pound; fine crepe 9s. number one scrap rubber 6s.

The next sales will be held on Tuesday, the 14th June. The market is considered likely to advance.

MAY RETURNS.

Cheras, May:—615 lbs: four months 1,649 lbs.

Seafield:—14,374 lbs.

Agents Barlow and Co.

Regalia Rubber Estates:—671 lbs. dry. Total for first 10 months of 1909-1910 7,740 lbs. dry.

Kepong:—2,750 lbs.

Chumor Estates:—April 254 lbs. May 422 lbs.

Kalumpang:—8,855 lbs.

Rubber Estates of Krian:—2,872 lbs.—*Singapore Free Press.*

VESSELS IN PORT.

STEAMERS.

Aline Woermann, Br. s.s., 1,149, J. D. Martin, 7th June—Saigon 2nd June Rice Gen.—Chinese.

Awa Maru, Jap. s.s., 3,912, S. Ishikawa, 12th June—Seattle 21st June Flour, Cottonyarn and Gen.—N. Y. K.

Benarty Br. s.s., 2,510, W. Hastie, 11th 9th June—Moji 5th June Coal.—G. L. & Co.

Borneo, Ger. s.s., 1,344, F. Sembill, 17th June—Sandakan 11th June Timber and Gen.—M. & Co.

Chowfa, Ger. s.s., 1,055, F. Schmitz, 14th June—Bangkok and Hoihow 6th June Rice.—B. & S.

Daigi Maru, Jap. s.s., 874, H. Murayama, 16th June—Swatow 15th June Tea and Sundries.—O. S. K.

Empress of China, Br. s.s., 3,046, W. Davison, R.N.R., 16th June—Vancouver, B.C. 26th May Gen.—C. P. R. Co.

Halmun, Fr. s.s., 636, E. de Catalano, 5th June—Haiphong 4th June Rice and Gen.—M. M. Co.

Haldis, Nor. s.s., 1,065, Gibr. Selberg 17th June—from Bangkok Rice.—Aagaard Thoresen & Co.

Hongkong Maru, Jap. 3,417, S. Togo 11th June—Moji 24th M'dise, Coal.—T. K. K.

Hue, Fr. s.s., 742, Pasler, 8th May—Haiphong 5th May Gen.—M. & Co.

Kaifoku Maru, Jap. s.s., 3,070, S. Suda, 15th June—Moji 9th June Coal.—Mitsu Bishi.

Laertes, Br. s.s., 1,340, H. C. D. Frampton, 12th June—Saigon 7th June Rice and Gen.—Wo Fat Sing.

Land at Scheiff, Ger. s.s., 1,012, A. Strune, 16th June Bangkok and Swatow 8th June Rice.—S. & Co.

Laisang, Br. s.s., 2,225, E. J. Tadd, 10th June—Singapore 7th June Gen.—J., M. & Co.

Michael Jebsen, Ger. s.s., 957, J. Petersen, 13th June—Saigon 9th June Rice, Paddy and Salt Fish.—J. & Co.

Persia, Aust. s.s., 3,779, F. Guergevich, 17th June—Trieste 27th June Gen.—S., W. & Co.

Pongtong, Ger. s.s., 997, W. Bösenberg, 16th June—Bangkok 10th June Rice.—B. & S.

Quarta, Ger. s.s., 1,145, H. Madsen, 11th June—Macassar 3rd June Sugar and Gen.—J. C. J. L.

Rajaburi, Ger. s.s., 1,189, H. Bremer, 16th June—Bangkok 10th June Rice and Wood.—M. & Co.

Samsen, Ger. s.s., 998, K. Petersen, 16th June—Swatow 15th June Rice.—B. & S.

Spir, Nor. s.s., 871, H. C. Solum, 18th June—Saigon 12th June Gen.—Aagaard, Thoresen & Co.

Shantung, Br. s.s., 1,000, H. Oldmann, 16th June—Bangkok 8th June and K'chang 9th Rice.—B. & S.

Singora, Ger. s.s., 1,110, Fr. Minkwitz 8th June—Bangkok 31st May Rice.—B. & S.

Tean, Br. s.s., 1,346, A. W. Outerbridge, 17th June—Manila 14th June Gen.—B. & S.

Tsuruglan Maru, Jap. s.s., 2,060, Awoki, 14th June—Miike 8th June Coal.—M. B. K.

Venetia, Br. s.s., 2,555, H. E. Pardon, 17th June—Moji 11th June Coal.—Order.

Victoria, Swed. s.s., 980, Thos Eckert, 11th June—Saigon 8th June Rice and Meal.—Wallem & Co.

WEATHER-FORECAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

Signal No.		
1.	A CONE point upwards	Indicates a Typhoon to the North of the Colony.
2.	A CONE point upwards and A DRUM below	Indicates a Typhoon to the North-East of the Colony.
3.	A DRUM	Indicates a Typhoon to the East of the Colony.
4.	A CONE point downwards and DRUM below	Indicates a Typhoon to the South-East of the Colony.
5.	A CONE point downwards	Indicates a Typhoon to the South of the Colony.
6.	A CONE point downwards and BALL below	Indicates a Typhoon to the South-West of the Colony.
7.	A BALL	Indicates a Typhoon to the West of the Colony.
8.	A CONE point upwards and BALL below	Indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal. Indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. *Tamar*, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. *Tamar*.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock.	Aberdeen.
Waglan.	Sai Ki Wan.
Stanley.	Sai Kung.
Cape Collinson.	Shu Tau Kok.
	Tai Po.

This will indicate that there is a depression somewhere in the China Seas, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal from the Flagstaff.

[illegible]

SHARE QUOTATIONS.

Supplied by Messrs. E. S. Kadoorie & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT: RESERVE.	POSITION AS PER LAST REPORT: AT WORKING ACCOUNT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	$125	$125	£1,500,000 / $15,100,000 / $250,000	$2,028,088	£2.5/- for half year ending 31.12.09 @ ex 1/9½=$25.12	4¾ %	$940 sales / £89 10/-
National Bank of China, Limited	99,925	7	£6	£4,000 / $300,000	$80,552	$2 (London 3/6) for 1909	...	$76 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	$250	$50	$1,560,000 / $254,583 / $902,793	none	$10 for 1908	6 %	177½ sellers
North China Insurance Company, Limited	10,000	£25	£5	£185,000 / Tls. 225,000 / Tls. 335,253 / Tls. 146,580	Tls. 207,573	Final of 7/6 making 15/- for 1908	5 %	Tls. 110
Union Insurance Society of Canton, Limited	12,400	$250	$100	$3,000,000 / £90,000 / £121,248 / £105,249 / $712,985	$257,984	Final of $20 per share, making in all $50 per share for 1908 and an interim dividend of $30 per share for 1909	6 %	$820 s. and sa.
Yangtsze Insurance Association, Limited	12,000	$100	$60	$1,000,000 / $294,405 / $199,264	$7 7,637	$12 for 1908 and interim of $5 for 1909	7 %	$195
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	$100	$20	$1,000,000 / $550,848 / $61,168	$438,406	$6 and bonus $2 for 1908	7 %	$114½ buyers
Hongkong Fire Insurance Company, Limited	8,000	$250	$50	$1,460,000	$426,218	$27 for 1908	8 %	$348 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	$25	$25	$57,743	Dr. $3,777	$4% for 1906	...	$7½ sellers
Douglas Steamship Company, Limited	20,000	$50	$50	$280,000 / $100,589	Nil.	2½ for year ending 30.6.1908	...	$53 sellers
Hongkong, Canton & Macao Steamboat Co., Ld	80,000	$15	$15	$250,000 / $617,500 / $108,545 / $19,100	$20,766	Final of $1½ for account 1910	8 %	$30½ buyers
Indo-China Steam Navigation Co., Ld. (Preferred)	60,000	£5	£5	£10,000	£13,755	6/- for 1907 on Preference shares only @ ex 1/9 11/16=$3. 154	...	$68 sellers
Do. Do. (Deferred)	60,000			£240,000				
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£720,000 / £100,000	£192,994	3rd in. of 2/- per sh. (coup. No. 12) making in all 4/- for '08 & interim of 1/- for ac. '09	5 %	94/- sellers
"Star" Ferry Company, Limited	10,000 / 10,000	* $10 / $10	$10 / $5	$71,850 / $62,681	$1,159	A dividend of 7 % / A bonus of 5 % for yr. ending 30 .. 1910	4 % / 2½ %	$24½ / $14 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	$100	$100	$520,000 / $83,620	Dr. $8,090	$10 per share for 1909	5¾ %	$163 buyers
Luzon Sugar Refining Company, Limited	7,000	$100	$100	none	Dr. $125,893	$3 for 1897	...	$26 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 6,502	Tls. 10 for year ending 31.8.09	...	Tls. 950 sellers
MINING.								
Chinese Engineering and Mining Company, Ld.	1,000,000	£1	£s. 1	£215,000	£1,435	Final of 1/6 making 3/- for 1909	9 %	Tls. 18
Headwaters Mining Company	60,000	Ps. 10	Ps. 10	£84,390 / none	none	First year	...	Ps. 10
Raub Australian Gold Mining Company, Limited	150,000	£1	18/10	£4 573	none	5¾ per share 13th dividend	5 %	57½
	50,000	£1	£1					
Oriental Consolidated Mining Co., Ltd	500,000	G $10	G $10	none	none	Final of Gold $0.65 for 1909 in all G $1.15	...	41/-
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	$25	$25	$25,275	Dr. $8,460	$1.75 for year ending 31.12.06	...	$10
Hongkong & Kowloon Wharf and Godown Co., Ld.	60,000	$550	$50	$550,000 / $81,998 / $40,000 / $88,442	$264,847	$2½ for 1909	4½ %	$58 sellers
Hongkong and Whampoa Dock Company, Ld.	50,000	$50	$50	$221,000	$138,765	Interim of $2½ for account 1909	...	$56 sellers
Shanghai Dock and Engineering Co., Ld.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 6,261	Interim of Tls. 2½ for 1910	6½ %	Tls. 78
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 697,857 / Tls. 50,000 / Tls. 185,000	Tls. 9,222	Final of Tls. 4 for 1909	7 %	Tls. 121
LAND, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ld.	25,000	Tls. 100	Tls. 100	Tls. 35,000	Tls. 4,814	Tls. 6 for year ending 29.2.09	5½ %	Tls. 102 sellers
Central Stores, Limited	50,123	$15	$15	$1,000	$24,641	$1.20 on old and 60 cents on first new issue	8 %	$16 buyers
Hongkong Hotel Company, Limited	12,000 / 8,000	$50 / $50	$50 / $25	$618,975 / $10,000	$1,277	$2.60 on old shares and 1.30 on new shares for half year ending 31.12.09	2 %	$107½ sellers / $83½ sellers
Hongkong Land Investment and Agency Co., Ld.	50,000	$100	$100	$250,000	$27,9.1	Interim of 3¾ for account 1909	7 %	$101 sellers
Humphreys Estate & Finance Company, Limited	150,000	$10	$10	1,226,945 / 25,856	$5,471	45 cents for 1909	6 %	$8½ sellers
Kowloon Land and Building Company, Limited	6,000	$50	$30	none	$269	$2½ for 1909	8 %	$32 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,525,045 / Tls. 30,000	Tls. 68,969	Final of 6 % bonus Tls. 1 for 1909	6½ %	Tls. 110
West Point Building Company, Limited	12,500	$50	$50	none	$1,958	Final of $1.80 for account 1909	8½ %	$40 sellers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ld.	20,000	Tls. 50	Tls. 5	Tls. 250,000 / Tls. 40,098	Tls. 10,991	Tls. 11 for year ending 31.10.09	8½ %	Tls. 130½ sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	$10	$1	$20,000	$3,551	50 cents for year ending 31.7.08	8 %	$6½ sellers
International Cotton Manufacturing Company, Ld.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 8,372	Tls. 7½ for year ending 30.9.09	12 %	Tls. 62
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	8,000	Tls. 100	Tls. 100	none	Tls. 4,829	Tls. 6 for 1909	7 %	Tls. 74
Sey Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 31,178	Tls. 31,178	Tls. 25 for 1909	10 %	Tls. 250
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£1,500	£648	15 % per share for 1908	...	$10 buyers
China-Borneo Company, Limited	60,000	$12	$12	$40,000	Nil.	60 cents for 1909	6 %	$10½ sellers
China Light and Power Company, Limited	50,000	$10	$10	none	$61,138	60 cents for year ended 28.2.06	...	$1.80 sellers
Do. Do. special shares	*50,000	$1	$1	$100,000	$2,602	80 cents for 1909	9 %	$8½ sellers
China Provident Loan & Mortgage Company, Ld.	125,000	$10	$10	$10,000 / $1,000	$1,893	$1.20 for year ending 31.7.09	6½ %	$19 buyers
Dairy Farm Company, Limited	40,000	$7½	$6	$13,000	$4,290	Final of 40 cents making in all 75 cents per share for 1909	10 %	$7½ sellers
Green Island Cement Company, Limited	400 000	$10	$10	$5,000	$670	14 per cent. viz. $1.40 for 1909	10 %	$14 buyers
H. Price & Company, Limited	12000	$10	$10	none	$11,798	A dividend of $1.20 per share and a bonus of 10 cents	6 %	$19½ sellers
Hongkong Electric Company, Limited	60,000	$10	$1	$150,000	$7,616	Final of $8 for 1909	6 %	$160 sellers
Hongkong Ice Company, Limited	5,000	$25	$25	$40,000	$9,176	Final of $1 making in all $2 for 1910	9 %	$21½ sellers
Hongkong Rope Manufacturing Company, Ld.	60,000	$10	$10	Tls. 547,500	Tls. 316,682	2nd interim dividend of Tls. 12½ for 1910	4½ %	Tls. 1,450 ex d.
Maatschappij tot Mijn-, Bosch- en Landbouwexploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 614,924 / $10,000		80 cents on fully paid shares and 8 cents on $1 paid shares for year ending 30.4.10	5½ %	$14½
Peak Tramways Company, Limited	25,000	$ 2	$10	none	$3,014	None	5 %	$14 buyers
Peak Tramways Company (new)	50,000	$10	$1					
Philippine Company, Limited	75,000	$10	$10	Ps. 18,640			...	$10 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	.. 14,810 / .. ,000	Tls. 5,256	Final Tls. 5 making Tls. 8 for 1908	3 %	Tls. 240 sellers
Société des Pulpes et Papeteries du Tonkin	13,200 Benefit shares 1,200	50 Haiphong Nominal	25 Currency ...	none / none	none / none	First year / None	... / ...	$35 sellers / $100 H'kong currency
South China Morning Post, Limited	6,000	$25	$25	none	Dr. $81,096	None	...	$25 buyers
Steam Laundry Company, Limited	20,000	$25	$5	none	$127,86	10 % for year ending 31st May 1910	10 %	$5.10
Union Waterboat Company, Limited	50,000	$10	$10	$11,956	none	60 cents for year ending 31.12.08	8 %	$8 sellers
United Asbestos Oriental Agency, Limited	10,000	$10	$5	$46,000	$342	60 cents per ord. share for year ending 31.5.09	5 %	$12½ sellers
Watkins Limited,	10,000	$10	$10	none	$1,041	35 cents for 1909	...	$3 sellers ex div.
Watson (A.S.) & Co., Limited	90,000	$10	$1	$100,000 / 25,000	$2,613	None	...	$6½ buyers
William Powell, Limited	15,000	$7	$7	none	$782	None	...	$3 sellers

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HONGKONG AVERAGE MARKET PRICES.

Corrected 16th June, 1910, 100 cts. per 1 Mex.

BUTCHER MEAT.

	Cents.
Beef sirloin & prime cut—Mei Lung Pa ℔	20
„ Corned—Ham Ngau Yuk „	22
„ Roast—Shiu „ „ „	22
„ Breast—Ngau Lam „	15
„ Soup, Tong Yuk „	20
„ Steak—Ngau Yuk Pa „	22
„ „ Sirloin—Ngau Lau „	30
„ Sausages,—Ngau Yuk Chaung „	26
Bullock's Brains— „ Know per set	9
„ Tongue fresh—Ngau Li each	50
„ corned—Ham Ngau Li „	60
„ Head—Ngau Tau „	85
„ Heart—Ngau Sum per ℔	12
„ Hump, Salt—Ngau Kin „	18
„ Feet—Ngau Keok each	8
„ Kidneys—Ngau Yiu „	9
Tail—Ngau Mei „	18
„ Liver—Ngau Con ℔	12
„ Tripe (undressed)—Ngau To „	6
Calves' Head and Feet—Ngau-chai tau-keok set	$1.00
Mutton Chop—Yeung Pai Kwat ℔	22
„ Leg—Yeung Pei „	22
„ Shoulder—Yeung Shau „	20
Pigs' Chitlings—Chi cheong „	22
„ Brains—Chi Know per set	24
„ Feet—Chi Keok „	12
„ Fry—Chi Chak „	25
„ Head—Chi Tau „	15
„ Heart—Chi Sum each	11
„ Kidneys—Chi Yiu pair	8
„ Liver—Chi Kon ℔	30
Pork, Chop—Chi Pai Kwat „	18
„ Corned—Ham Chu Yuk „	—
„ Leg—Chu Pei „	24
„ Fat or Lard—Chu Yau „	18
Sheep's Head and Feet—Yeung Tau Keok set	50
„ Heart—Yeung Sum each	6
„ Kidneys—Yeung Yiu „	9
„ Liver—Yeung Con ℔	24
Sucking Pigs, To Order—Chu Chai „	22
Suet Beef—Sang Ngau Yau „	20
„ Mutton—Sang Yeung Yau „	22
Veal—Ngau Chai Yuk „	20
„ Sausages—Ngau Chai Yuk Tong „	20

POULTRY.

	Cents.
Chicken—Kai Chai ℔	33
Capons, Large, Small—Sin Kai „	32
Ducks—Ap „	20
Doves—Pan Kau each	—
Eggs, Hen—Kai Tan per doz.	24
Fowls, Canton—Kai ℔	35
„ Hainan—Hoi Nam Kai „	30
Geese—Ngo „	24
Geese, Wild Shanghai—Sheung Hoi Ngo pair	—
Musk Deer—Wong Keng each	—
Hare—Tu Chai „	—
Partridge—Cha Khoo „	—
Pheasant—Shan Kai pair	—
Pigeons, Canton—Pak Kup each	35
„ Hoihow—Hoihow Pak Kup „	32
Quail—Um-Chun „	25
Rice Birds—Wo Fa Cheuk dozen	—
Snipe—Sa Chui each	—
Turkeys, Cock—Fo Kai Kung per ℔	65
„ Hen— „ „ Na „	54
Wild Ducks, Shanghai, Sui-ap pair	—
Teal, Shanghai, Sui Ap Chai „	—
Wild Ducks Canton—Sang Shing Sui Ap per pair	—

FISH.

	Cents.
Barbel—Ka Yu ℔	10
Bream—Bin Yu „	16
Canton Fresh Water Fish—Hoi Bin Yu „	16
Carp—Li Yu „	22
Catfish—Chik Yu „	20
Codfish—Mun Yu „	17
Crabs—Hai „	22
Cuttle Fish—Muk Yu „	16
Dab—Sa Mang Yu „	17
Dace—Wong Mei Lun „	12
Dog Fish—Tit Tu Sa „	10
Eels, Conger—Hai Man Yu „	17
„ Fresh water—Tam Sui Yu „	16
„ Yellow—Wong Sin „	24
Frogs—Tien Kai „	36
Garoupa—Sak Pan „	60
Gudgeon—Pak Kup Yu „	15
Herrings—Tso Pak „	18
Halibut—Cheung Kwan Yu „	32
Labrus—Wong Fa Yu „	16
Loach—Wu Yu „	32
Lobsters—Lung Ha „	24
Mackerel—Chi Yu „	16
Monk Fish—Mon Yu „	28
Mullet—Chai Yu „	16
Oysters—Sang Hoo „	22
Parrotfish—Kai Kung Yu „	17
Perch—Tan Loo „	16
Plaice—Fa Paw Poong „	9
Plaice—Pan Yu „	18
Pomfret, Black—Hak Chong „	24
Pomfret, White—Pak Chong „	32
Prawns—Ming Ha „	30
Ray—Pai Pa Sa „	10
Rock Fish—Sak Kau Kung „	18
Roach—Chau Yu „	10
Salmon (Pink), fresh water—Ma Yau Yu „	32
Shark—Sa Yu ℔	10
Skate—Po Yu „	12
Shrimps—Ha „	40
Snapper—Lap Yu „	28
Soles—Tai Sa Yu „	25
Tench—Wan Yu „	18
Turbot—Cho How Yu „	24
Turtles, small, fresh water—Kuok Yu „	50
White Bait—Ngau Yu Chai „	—

FRUITS.

	Cents.
Almond—Hung Yan ℔	24
Apples, (California)—Kam San Ping Ko „	20
„ (Chefoo)—Tin Chun Ping Ko „	—
„ Small—Hoi Tong „	—
„ Custard—Fan Lai Chi each	—
Bananas, fragrant, Canton—Sang Sheng Heung Chiu ℔	3
„ (brides), Macao—San Heung Chiu „	5
Chestnuts, Chinese—Foong Lut „	14
Carambola—Yeung Tou „	—
Cocoanuts—Yeh Tsz each	10
Grapes—Sin Tai Tsz ℔	—
Lemons, China—Ning Moong „	8
„ Amer.—Kum San Ning Moong „	7
Lichees, Small Stone—Lai Chi Con „	25
„ Fresh, Lai Chi „	11
Limes, (Saigon)—Sai Kung Ning Moong each	5
Mango, Manila—Lui Sung Mong „	10
Mango, Saigon—Sai Kung Moong „	—
Mangosteens, San Chuk Tsz per doz.	22
Oranges, Tim Chang ℔	16
„ Small—Tai Kut catty	—
„ Mandarin—Tim Kut „	—
Olives—Pak Lam ℔	—
Passion Fruit each	—
Pears, (American)—Kam San Shut Li ℔	10
„ (Canton), Cooking—Sa Li „	8
Peanuts,—Fa Sang „	10
Persimmons, Large,—Hung Chie „	—
Pine-apples, 1st quality—Sheung Poon Ti Paw-law each	10
„ 2nd cooking—Chung-tang Paw-law „	—
Plantains—Tai Chiu ℔	3
Plums, Swatow—Hung Lai „	7
Pumelo, Siam—Chim Lo Yau each	14
Walnuts, Hop Tou „	10
„ Green—Sang Hop Tou „	—
Shanghai Lo Kwat ℔	5

VEGETABLES, &c.

	Cents.
Artichokes, Shanghai,—Sheung Hoi Ah Chi Chauk ℔	8
Beans, (French) Macao—Oh Moon Pin Tau „	14
Beans, (French), Shanghai—Sheung Hoi Pin Tau „	6
Beans, Sprout—Ah Choi „	2
Beans, Long—Tau Kok „	8
Beet Root—Hung Choi Tau each	2
Brinjals, Green—Cheng Yuen Ker „	4
Brinjals, Red—Hung Ker „	4
Bamboo Shoots—Chook Shun „	10
Cabbage, Chinese, com.—Kai Choy „	2
Cabbage, Red—Kai Lan Tau each	15
Cabbage, (Shanghai)—Yeh Cai „	12
Cane Shoots, bunch—Kau Shun „	2
Cauliflower, Large size—Tai Yeh Choi Fa each	—
Cauliflower, Medium size—Cheung Yeh Choi-fa each	—
Cauliflower, Small size—Sai Yeh Choi-fa	—
Carrots—Kam Shun	6
Celery, Chinese—Tong Kan Choy	5
Celery, English—Yeung Kan Choi	7
Celery, White—Pak Yeung Kan Choi	—
Chillies, Dried—Con Lat Chiu „	10
„ Red—Hung Fa „	10
„ Green—Cheng Lat Chiu „	6
Curry Stuff, English—Ka Lee Choi Lis	8
Cucumbers—Cheng Kwa „	2
Bitter Squash—Fu Kwa „	4
Garlic—Suan Tau „	4
Ginger, young—Sun Tsz Keung „	4
„ old—Lo Keung „	4
Horse Radish, Shanghai—Lik Kan ℔	25
Indian Corn—Suk Mai piece	4
Lettuce—Yeung Sang Choi each	2
Water Chestnuts—Ma Tai „	5
„ Mandarin—Kwai Lum Ma Tai „	7
Musk Melon „	20
Mushrooms, Fresh—Sang Cho Kho „	40
Onions, Bombay—Yeung Chung Tau „	7
„ Green—Sang Chung „	4
„ Shai—Sheung Hoi Chung Tau	8
„ Japan—Yat Poon „	—
Okros—Mo Ker „	8
Parsley, English—Yeung Un-Sai ℔	10
Green Peas—Cheng Tau „	18
Potatoes, Sweet—Fan Shu „	2
„ Shanghai—Sheung Hoi Shu Tsai „	2
„ Japan—Yat Poon Shu Tsai „	2
„ American—Fa Ki „	—
„ Foochow—Fuk Chau Shu Tsai „	2
„ Macao—Oh Moon „	—
Pumpkin—Tsong Kwa „	2
Radish—Hung Lo Pak Tsai ℔	5
Rhubarb „	—
Shalots—Son Chung Tau „	6
Spinage (Chinese)—Paw Choi „	—
Spinach—Yin Choi „	4
Tomatoes—Fan Ker „	8
Taro—Wu Tau „	2
Turnips, Pun-ti (Long)—Low Pak „	2
„ English—Yeung Low Pak piece	2
Vegetable Marrow—Chit Kwa „	2
Water Grasses—Sai Yeung Choi „	7
„ Caltrops—Lin Ngok ℔	—
„ Lily Roots—Lin Ngau „	—
Yams—Tai Shu „	4
Sago „	2

The prices necessarily vary from day to day and the Sanitary Board has no power to compel stall-keepers to sell at the prices quoted.

W. Bowen, Acting
Secretary, S.B.

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEWSERIES No. 8229 | 第二十五年二號第 | SATURDAY, JUNE 18, 1910. | 大英國 香港英文十八號 | $36 PER ANNUM. SINGLE COPY 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID UP CAPITAL $15,000,000
RESERVE FUNDS:—
Sterling £1,500,000 at 2/— $15,000,000
Silver $15,502,000
..... $30,502,000
RESERVE LIABILITY OF PROPRIETORS $15,000,000

COURT OF DIRECTORS:
G. Balloch, Esq.—Chairman.
Robert Shewan, Esq.—Deputy Chairman.
F. H. Armstrong, Esq. | S. A. Levy, Esq.
J. W. Bandow, Esq. | F. Lieb, Esq.
Hon. Mr. Henry Keswick | G. H. Medhurst, Esq.
G. R. Lenmann, Esq. | E. Shellim, Esq.
H. A. Siebs, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.
Hongkong, 7th May, 1910. [20

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853
HEAD OFFICE:—LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,600,000
RESERVE LIABILITIES OF PROPRIETORS £1,200,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months, 4 per cent.
" " " 6 " — 3½ "
" " " 3 " — 2½ "

WM. DICKSON,
Manager.
Hongkong, 26th April, 1910. [22

YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP ..... Yen 24,000,000
RESERVE FUNDS ..... " 16,250,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO.	HANKOW.
KOBE.	TIENTSIN.
OSAKA.	PEKIN.
NAGASAKI.	NEWCHWANG.
LONDON.	DALNY.
LYONS.	PORT ARTHUR.
NEW YORK.	ANTUNG.
SAN FRANCISCO.	LIOYANG.
HONOLULU.	MUKDEN.
BOMBAY.	TIE-LING.
SHANGHAI.	CHANG-CHUN.

HONGKONG:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposit:—
For 12 months ..... 4½ p.a.
" 6 " ..... 3½ "
" 3 " ..... 2½ "

TAKEO TAKAMICHI,
Manager.
Hongkong, 12th March, 1910. [18

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP...Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin	Calcutta	Hamburg	Hankow
Kobe	Peking	Singapore	Tientsin
Tsinanfu	Tsingtau	Yokohama	

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Seehandlung (Preussische Staatsbank) } Berlin.
Direction der Disconto-Gesellschaft } Berlin.
Deutsche Bank } Berlin.
S. Bleichroeder } Berlin.
Berliner Handels-Gesellschaft } Berlin.
Bank fuer Handel und Industrie } Berlin.
Robert Warschauer & Co. } Berlin.
Mendelssohn & Co. } Berlin.
M. A. von Rothschild & Soehne } Frankfurt A/M.
Jacob S. H. Stern } Frankfurt A/M.
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim jr. & Co., Koeln.
Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

J. KULLMANN,
Acting Manager.
Hongkong, 2nd March, 1910. [24

Banks

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 12th January, 1907. [21

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP ..... GOLD $1,250,000
ABOUT MEX $1,312,828
RESERVE FUND ..... GOLD $1,250,000
—ABOUT MEX $1,312,828

HEAD OFFICE:
60 WALL STREET, NEW YORK

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.
THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 3% per annum on daily balances and accepts Fixed Deposits at the following rates:—
For 12 months 4½ per cent. per annum.
6 " 4 " " " "
3 " 3 " " " "

No. 9, Queen's Road Central,
Hongkong.
N. S. MARSHALL,
Manager.
Hongkong, 30th April, 1910. [19

Insurance

CHINA MUTUAL LIFE INSURANCE CO., LD., OF SHANGHAI.

DIRECTORS AND OFFICERS:
Alexander McLeod, Esq., Chairman.
C. Stepharius, Esq.
Lee Yung Su, Esq.
J. H. McMichael, Esq.
C. R. Burkill, Esq.
J. A. Wattie, Esq., Manager Director.
A. J. Hughes, Esq., Secretary.
S. B. Neill, F.I.A., Actuary

A STRONG British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Acts, England.

Insurance in Force	$34,054,152.00
Assets	7,114,490.08
Income for Year	3,073,834.81
Total Security to Policyholders	7,885,852.53

LEFFERTS KNOX, Esq., District Manager. } Hongkong, Canton, Macao and the Philippines.
B. W. TAPE, Esq., District Secretary. } Hongkong, Canton, Macao and the Philippines.
ALEXANDRA BUILDING, HONGKONG.
Hongkong, 1st December, 1909. [810

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m.
7.30 a.m. to 10.00 a.m. ...Every 10 minutes.
10.00 a.m. to 11.00 a.m. ...Every 15 minutes.
11.30 a.m. to 12.45 p.m. ...Every 15 minutes.
12.45 p.m. to 1.15 p.m. ...Every 10 minutes.
1.15 p.m. to 1.45 p.m. ...Every 15 minutes.
1.45 p.m. to 2.15 p.m. ...Every 10 minutes.
2.15 p.m. to 3.00 p.m. ...Every 15 minutes.
3.30 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 8.00 p.m. ...Every 10 minutes.

NIGHT CARS.
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.
8.00 a.m. to 9.00 a.m. ...Every 15 minutes.
9.00 a.m. to 9.30 a.m. ...Every 30 minutes.
9.30 a.m. to 10.30 a.m. ...Every 15 minutes.
10.30 a.m. to 11.00 a.m. ...Every 10 minutes.
11.45 a.m. to 12.00 noon ...Every 15 minutes.
12.00 Noon to 1.00 p.m. ...Every 10 minutes.
1.00 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 6.00 p.m. ...Every 10 minutes.
6.00 p.m. to 7.00 p.m. ...Every 15 minutes.
7.00 p.m. to 8.00 p.m. ...Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.
Extra cars at 2.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1910. [15

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

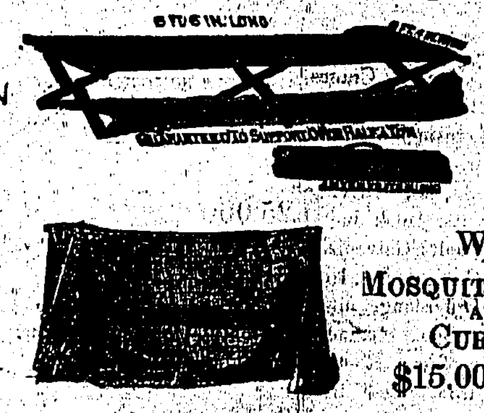
FOR	STEAMERS	TO SAIL ON	REMARKS
TAKAO, SHANGHAI, DALNY, CHINWANTO, PUKOW and HANKOW	POONA, Capt. A. F. Vine, R.N.R.	About 22nd June	Freight only.
SHANGHAI	DELTA, Capt. E. W. H. Snow	Daylight, 23rd June	Freight and Passage.
LONDON, &c., via usual Ports	ARCADIA, Capt. S. Barcham	Noon, 25th June	See Special Advertisement.
LONDON & ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	SIMLA, Capt. C. D. Goldsmith, R.N.R.	About 29th June	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	JAVA, Capt. A. Thompson	About 30th June	Freight only.

For Further Particulars, apply to
E. A. HEWETT,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 18th June 1910. [4

Intimations.

LANE, CRAWFORD & CO.

FOLDING CANVAS BEDS,



OPEN $8.00 each

Closed. With MOSQUITO FRAME AND CURTAIN $15.00 COMPLETE

THIN SUMMER BLANKETS, $3.50 each.

A NECESSITY AND A LUXURY FOR THE SUMMER.

LANE, CRAWFORD & CO. [1

Pommery and Greno CHAMPAGNE

In Magnums, Quarts and Pints.

Telephone No. 75

SOLE AGENTS:
CALDBECK, MACGREGOR & CO.,
Wine & Spirit Merchants.
Hongkong, 23rd May, 1910. [32

DR. W. R. LAMB,

AMERICAN OCULIST AND OPTICIAN, SPECIALIST IN EXAMINING AND REFRACTING THE EYE AND CORRECTING DEFECTIVE VISION.

KING EDWARD HOTEL ANNEXE, No. 21,

Has the pleasure again of announcing to the citizens of Hongkong that he has opened a consulting room at the above address and will remain till JUNE 27th, a short yet sufficient time to give those in need of his services an opportunity of consulting him if they will make an Appointment at their earliest convenience.

He is fully prepared as before with the most modern instruments and apparatus, including the Javal Ophthalmometer and the Electric Ophthalmoscope for thoroughly examining and refracting the Eyes according to the latest and most approved methods, as employed in the Metropolitan Eye Infirmaries, and has the largest supply and greatest variety of all desirable kind and styles of mountings and lenses of the best quality ever brought to Hongkong, including several thousand different sphero-cylindrical and prismatic lenses made specially to order for the correction of astigmatism, and other ocular defects which the common spherical lenses will not correct.

Those having eye trouble or defective vision, who suffer from eye-aches, headache, inflammation of the eyes or lids or weakness of the ocular muscles, and those who are already using glasses which, in most cases, are not the kind required—would do well to avail themselves of the exceptional opportunity and unsurpassed facilities which are offered now for examining and refracting the eyes and procuring the glasses of the right kind—an opportunity which for completeness of apparatus and supply of lenses, thoroughness of examination, perfection of refraction which brings the vision up to the highest possible standard, and perfectly satisfactory results, has never before been equalled in this Colony and is equal in every respect to the best obtainable anywhere abroad as those who consulted him are willing to attest. Being certificated in optics as in medicine with over 22 years' professional experience, and having thousands of referees and testimonials from well-known and influential citizens of many countries—including several Royal Houses—visiting Hongkong, which he visited in 1908—Dr. Lamb can assure those in need of his services the most thorough, reliable and satisfactory professional treatment at all times. Consultations to patients are warranted to be strictly Confidential. Charges Moderate. Hours: 10 a.m. to 1 p.m. and 2 to 5 p.m. [4

Shipping—Steamers

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON:	CANTON TO HONGKONG:	HONGKONG TO CANTON:	CANTON TO HONGKONG:
MONDAY, 13th June.		THURSDAY, 16th June.	
8.00 A.M. HEUNGSHAN	8.00 A.M. HONAM	8.00 A.M. HONAM	8.00 A.M. HEUNGSHAN
10.00 P.M. KINSHAN	5.15 P.M. FATSHAN	10.00 P.M. FATSHAN	5.15 P.M. KINSHAN
TUESDAY, 14th June.		FRIDAY, 17th June.	
8.00 A.M. HONAM	8.00 A.M. HEUNGSHAN	8.00 A.M. HEUNGSHAN	8.00 A.M. HONAM
10.00 P.M. FATSHAN	5.15 P.M. KINSHAN	10.00 P.M. KINSHAN	5.15 P.M. FATSHAN
WEDNESDAY, 15th June.		SATURDAY, 18th June.	
8.00 A.M. HEUNGSHAN	8.00 A.M. HONAM	8.00 A.M. HONAM	8.00 A.M. HEUNGSHAN
10.00 P.M. KINSHAN	5.15 P.M. FATSHAN		5.15 P.M. KINSHAN
		SUNDAY, 19th June.	
		10.00 P.M. FATSHAN	

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each Cabin.

EXCURSIONS TO MACAO.

FEAST OF S. ANTHONY,
On SATURDAY, the 18th June.
The Company's Steamship
"SUI-AN,"
will make a special trip to Macao leaving WING LOK STREET WHARF at 7 P.M., arriving at Macao about 10.30 P.M.
Departure from Macao Sunday, 19th inst., at 7.30 P.M.

FARES:

1st Class Single	$3.00
2nd " "	1.00
1st " Return available for any steamer till Monday	5.00
2nd " " " "	1.75

Return First-Class fare by any steamer leaving Macao on Sunday including Hotel accommodation at Macao $15.00 (Tickets must be obtained at the Company's Office).

On SUNDAY, the 19th JUNE.
The Company's Steamship
"HEUNGSHAN,"
will depart from the COMPANY'S CANTON STEAMERS WHARF at 9 A.M. and return from Macao at 3 P.M.
FARES AS USUAL.

By kind permission of Col. Prior and Officers, the Band of the 25th Rajputs under Bandmaster Coke will play during the trip.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. This steamer connects with the returning steamer from Macao at 7.30 P.M.

First class fare by steamer leaving at 1 p.m. and returning with excursion steamer at 7.30 p.m. $4. Single Fare also $4.

CANTON-WUCHOW LINE.
S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Companies' direct steamers "Lintan" and "Sanui." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Blake Pier. [1

Hotels.

HONGKONG HOTEL

FIRST CLASS AND UP-TO-DATE.

A. F. DAVIES,
Manager.
Hongkong, 5th February, 1909. [25

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)
QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables. Hot and Cold Baths. Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists.

Under Personal Supervision of
L. GAMEAU, Proprietor. N. BRUMMENTHAL, Manager.
Telephone, 270. Telegrams "Astor." [24

REMINGTON TYPEWRITERS

LATEST MODELS, VISIBLE WRITING, &c.
ALWAYS IN STOCK.
Ribbons, Carbon, and other requisites.
Repairs undertaken, also Contracts [illegible] ing in order.
SOLE AGENTS: [illegible] & CO.
Hongkong, 2nd [illegible] 1910.

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES

For	Steamers	To Sail
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sambill	THURSDAY, 23rd June, 6 P.M.
YOKOHAMA and KOBE	"COBLENZ" Capt. H. Rasegener	About TUESDAY, the 28th inst.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"LUTZOW" Capt. W. Bartling	About WEDNESDAY, 29th June.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"YORCK" Capt. J. Randermann	THURSDAY, 30th June, 10 A.M.
MANILA, ANGAUR, YAP, NEW-GUINEA, BRISBANE, SYDNEY and MELBOURNE	"COBLENZ" Capt. H. Rasegener	SATURDAY, 16th July, Daylight.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 18th June, 1910. [7

Intimations.

EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,

CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight,"—free.

LONDON, John Street, Bedford Row, W.C. CALCUTTA, 89, Bentinck Street. SHANGHAI, 566, Nanking Road.

Hongkong, 4th March, 1910. [36

OSMAN & CASUM,

1 & 3, D'AGUILAR STREET

JUST UNPACKED

Ladies' Trimmed and Untrimmed HATS, RIBBONS, FLOWERS & FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.

TABLE LINENS, SERVIETTES and HOUSEHOLD LINENS.

Samples on application.

Coast Port Orders carefully executed

Hongkong, 6th September, 1909 [45

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

利廣隆家具

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE at No. 39, DES VŒUX ROAD CENTRAL. The only Shop in Hongkong with this name

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annexe to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & CO.

25th May, 1891.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 5th August, 1908

VETARZO BRAIN AND NERVE FOOD.

This remarkable compound, the result of the latest developments and achievements of modern chemistry, pharmacology, and therapeutics, is without equal in all cases of defective nerve power, whether induced by worry, over-work, unhealthy climate, dissipation, excess, youthful imprudence, or other influences incidental to the wear and tear and haste or overstrain of modern life. Sleeplessness, trembling, palpitation, nervous dyspepsia, low spirits, mental and bodily prostration, muscular and local weakness, general and nervous debility, faulty nutrition, premature decay or deficiency of the vital forces, impaired vitality, harassing dreams, night disturbances, sudden startings, dimness of sight, defective hearing, loss of memory, inability to perform the various duties of life, or to enjoy its pleasures, restlessness that can settle to nothing, irritability of temper, female complaints, hysteria, painful periods, backache, bearing down sensations, nervous headache, wasting disease, night sweats, and all other phases of brain and nerve exhaustion, are successfully combated by this highly scientific preparation. Bracing up the system generally, it gives tone to the exhausted nerves, arrests all weakening wasting discharges, (involuntary losses, &c.) restores the failing energies, and imparts new life and vigour to what had so recently seemed worn out, "used up," and valueless.

VETARZO BLOOD MEDICINE.

Never before was there anything like it, nor can its marvellous properties ever be equalled in all cases of poverty, impurity, or other imperfection of the blood from whatever cause arising. No sooner is it imbibed into the system than it permeates and penetrates to the minutest capillaries, overcoming and expelling the virus of disease wherever and in whatever form met with; removing all blotches, pimples, scurf, scurvy, scrofulous and glandular swellings, disfigurations, roughness and unsightly patches, &c., Its effects are almost magical in the treatment of gout, rheumatism, sciatica, lumbago, pains and swellings of joints, discharges, secondary symptoms, eczema, herpes, psoriasis, bad legs, bad breasts, abscesses, ulcers, sore throat, goitre or Derbyshire neck, it improves the general health, and quickly removes long-standing bronchitis, asthma, and hacking, straining, spasmodic coughs, too often the precursor of consumption.

CAUTION.—Ask for "VETARZO Brain and Nerve Food," or "VETARZO Blood Medicine," whichever is required, and see that you get them, as unprincipled vendors often try to palm off inferior preparations (usually cheaper) as being just as good, for the sake of extra profit. Price in England, 2/9. Every genuine bottle of these medicines bears the British Government Stamp with the words "VETARZO REMEDIES" impressed thereon, in white letters on a red ground, by permission of His Majesty's Hon. Commissioners. Registered Trade Mark "VETARZO." Legal proceedings will be taken against persons pirating.

"COMMON SENSE IN A NUTSHELL."—A new medical work on the causes and most scientific and effectual treatment of sickness ever discovered for nervous exhaustion, depression of spirits, want of zest and energy, &c., with practical observations on marriage and full directions for removing certain disqualifications that destroy the happiness of married life. It also treats on urinary derangements, secondary symptoms, stricture, &c., and can be read by all with profit. Post free in plain envelope on receipt of Postal Order 1/- in stamps, or cash if preferred, to procure a copy, addressed to the VETARZO REMEDIES CO., Cooper Oak, London, or of Agents for above medicines. Price 10 cents Per Bottle.

Agents for India: THACKER AND CO., LTD., BOMBAY, BYCULLA, and POONA.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	NO. 3 DOCK. IN COURSE OF CONSTRUCTION.
Docking Length .....515 ft.	Docking Length.....376 ft.	Docking Length.....481 ft.
Width of Entrance .. 80 "	Width of Entrance... 50 "	Width of Entrance... 63 "
Water on Blocks..... 28 "	Water on Blocks ... 26 "	Water on Blocks..... 21.5 "

THESE DOCKS are conveniently situated in Yokohama Harbour and the attention of Captains and Owners is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always on hand, (plates, angles and tail shafts all being tested by Lloyds surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos 876, 506, or 681.

Telegrams, "Dock, Yokohama." Codes A. B. C. 4th and 5th Edt. Liebers, Scotts, A. I, and Watkins.

Yokohama, April 28th, 1909. [32

For Sale.

FOR SALE.

Steam launches, Steel lighters, Wooden lighters, Steam Cranes (travelling and stationary), Steam hoists, Lidgerwood steam pile driver, Diving pump and dress, Hand grabs, Capstan, Hand winches, Driving pulley, Bolts and Nuts, Hook bolts, Clutch bolts, Barrel bolts, Galvanized spikes, Pile shoes, Chain hoists, Iron and Brass screws, Differdange piles, Rolled Steel joists, Steel channels, Corrugated iron roofing, Roofing washers, Angle iron, Cast iron columns (suitable for building construction), Whitewashing machines, Canvas sewing machine, Patent Fire escape, "Well's" light, "Kitson" light, Acetylene lamps, Hand pump, Theodolite and levelling staff, Roneo duplicator, Comptometer, Telescope (on tripod), Office desks and cupboards.

Apply to

GEO. P. LAMMERT.

Hongkong, 3rd May, 1910. [343

FOR SALE

AT

GRACA & CO.

27, DES VŒUX ROAD.

ASIATIC POSTAGE STAMPS and VIEW POST CARDS.

Stamps in Sets, Packets, Bags and Single.

Assortment of Stamps and Post Card Albums.

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Hongkong, 12th January, 1910. [53

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GROUND FLOOR.

Hongkong, 16th January, 1910. [24

To Let.

TO LET.

NO. 3, CANTON VILLAS, Kowloon.

A HOUSE in KNUTSFORD TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY Co., LD.

Hongkong, 16th June, 1910 [204

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25,000 SQUARE FEET of LAND at Kowloon (K. M. L. 51), with 100 feet Sea Frontage and right to build a Pier, suitable for Coal and or Timber Storage.

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Hongkong, 6th May, 1910. [356

TO LET.

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CODOWNS, PRAYA EAST, formerly occupied by M. B. K.

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A HOUSE in WONG-NEI-CHONG ROAD.

A HOUSE in RIPON TERRACE.

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Hongkong, 27th April, 1910. [5

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ONE GODOWN in MASONS LANE.

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Hongkong, 4th April, 1910. [65

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156, PRAYA EAST from 1st June. Also

OFFICES at No. 7, PEDDER STREET from 1st July.

Apply—

Messrs. JARDINE, MATHESON & Co., LTD.

Hongkong, 31st May, 1910. [421

TO LET.

GODOWN, No. 4, PRAYA, Kennedy Town.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 22nd October, 1909. [62

TO LET.

GODOWN, No. 54, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st July, 1909. [

CURIOSITIES OF CORONER'S LAW.

SURGEON'S STRANGE SUGGESTION.

The second volume of the evidence given before the Departmental Committee which has been inquiring into the law relating to and the procedure of that most ancient of British institutions—the coroner's inquest—contains many curious illustrations of the working of the system.

Questions of identity form a very serious difficulty. In many drowning cases, said Mr. R. H. Wellington, a coroner, a body which is hardly identifiable is claimed by various people holding insurance policies. On several occasions three women have come into his court to claim a body as that of their husband.

Dr. Gibson, of Manchester, stated that there were a good many unqualified practitioners who sold quack remedies. Among them were the Christian Science people. As an instance of unqualified practice, the witness spoke of an individual who made up medicine, visited people, and even went so far as to give certificates of death until he was warned. His excuse had invariably been that he was visiting the patient as a friend. "One of his mixtures, which he pushes very strongly indeed, with the most fraudulent and mischievous claims," is said to cure infectious disease in a very short time. No patient suffering from infectious disease need go to a hospital, nor need the disease be notified, if his mixture be taken. The mixture is sold at 1s3d. "It is not worth the odd halfpenny," witness brusquely asserted.

SURGICAL CLAIM.

Sir Victor Horsley, who has devoted some study to the practice in coroner's courts, expressed the emphatic opinion that a coroner's inquest was not the proper place in which to try to ascertain the cause of death in a case where a patient has been under the care of a responsible registered medical practitioner and where a certificate has been duly filled up in accordance with the Registration of Births and Deaths Act. He would deprive the coroner of a certain portion of his jurisdiction, simply because he holds that his court is not a fit place in which to discuss such questions. Sir Victor considers that a good deal depends upon the discretion and good judgment of the coroner in cases where a surgeon by performing an operation has done his best to save a patient's life "You do not suppose," says the witness, "that surgeons will undertake the chance of an operation if they are going to be hauled up before a coroner's jury."

HIGH COURT JUDGE TO DECIDE.

Then this eminent surgeon makes a rather startling suggestion. With a State medical service, he thinks, the ideal condition would be to appoint expert pathologists for performing post-mortem examinations. He proposes, likewise, the appointment of a High Court judge to supplement the coroner, suggesting that medico-legal inquiries should be held by a Court consisting of a judge of the High Court sitting as chairman with two medical assessors. That Court would consider coroners' verdicts upon which there had been some doubt expressed.

Mr. John Troutbeck, the Westminster coroner, who disposes of just under a thousand cases annually, mentioned the possibility of the same burial certificate being used for two people, and considered that the procedure in the case of death certification afforded inadequate protection.

DEATH CERTIFICATES.

"The first reason is," he said, "it is not necessary before signing a certificate for the doctor to see the dead body." He touched also upon the ease with which the insurance company can be defrauded.

There seems to be a little doubt, says Mr. Troutbeck, as to what the real power of the coroner is. "I think if there is to be any amendment of the law it might be clearly stated for our benefit." The witness was distinctly in favour of preserving the jury. There are, he says, a great many accidents on buildings and railways, and it almost always happens that on the jury there is a man with railway or building experience which he is generally able to put at the coroner's service.

"Is not the old function of the jury, as representing the public, performed by the Press now?" Mr. Troutbeck was asked. He replied, "I do not know what they would do if there was no other check, if they were the sole guardians of the public."

FLANNELETTE DANGERS.

A good deal of evidence was given as to the dangers of flannelette. "I think," said one witness, "flannelette is almost universally employed for the children of the poor, so that when a child's clothes take fire you may take it generally that it has been wearing flannelette; but if they wore the ordinary unraised cotton cloth you would have just the same number of accidents as you have now."

This drew attention to a specially-prepared flannelette which merely smoulders when brought in contact with a flame. One witness suggested as a safeguard that all cotton goods with raised nap coming under the category of flannelette should undergo tests for permanent non-inflammability, and that, failing to pass a certain test, they should be stamped in a manner sufficient to warn the public of their character.

ANÆSTHETICS.

The question of anæsthetics and their predisposing influence to death were fully dealt with. One witness banned chloroform, and stated that for ordinary practice for minor purposes, for rough-and-ready work, ether was safe and chloroform not.

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Hongkong, 12th August, 1909.

DANGERS AND GAINS OF LIFE IN THE EAST.

HOW TO PREVENT INFECTION IN TROPICAL COUNTRIES.

Dr. W. J. Simpson, Professor of Hygiene at King's College and Lecturer on the same subject to the London School of Tropical Medicine, has been delivering a series of lectures on Tropical Hygiene at the offices of the London Chamber of Commerce. In the last of the course, Professor Simpson, speaking of diseases caused by bacteria, said:—The vehicles by which they were spread were usually contaminated water, milk, food, or clothing. Flies would spread cholera, dysentry, and typhoid fever by disseminating the parasites or germs which had become attached to them. The campaign against flies consisted of cleanliness, good scavenging, and burning of refuse. Dysentry and typhoid fever were diseases to which Europeans were peculiarly liable in the Tropics and Sub-tropics, and they were caused by eating or drinking of something which had become contaminated with infective sewage. Occasionally, and under special circumstances more frequently, this was effected by means of flies, but more often and usually by infective sewage contaminating directly water, milk, or food. Cholera was caused in the same manner. Wells, ponds, and tanks which supplied the drinking-water in the Tropics were very frequently exposed to sewage contamination from drainage and washing of soiled linen on their edge. Except in a few large towns, where the water supply was a public one and filtered, it was unsafe to drink water unless it had first been filtered and boiled. Boiling destroyed all microbes. In every part of the Tropics adulteration of milk by water was a common practice. The milk-seller was quite catholic in the kind of water he used. The only consideration was what was the nearest supply, and it mattered not whether it was from a dirty pond, well, or stream. Under these circumstances everything that was partaken of in the Tropics should be cooked. Nothing but good fruit grown well off the ground should be taken raw. The water should be cooked (that was to say boiled), the milk should be cooked, the food cooked, and salads, if eaten at all, should be thoroughly soaked and washed in water that had been boiled.

In connection with the London School of Tropical Medicine, a course of lectures on The Cause and Prevention of Tropical Diseases has been arranged by Dr. C. W. Daniels, Director of the School. In the first lecture, Dr. Daniels said the main object was to point out to those persons who were going to the Tropics for the first time that the Tropics were nothing like so bad as they were painted. Taken all round, life there was more pleasant than it was in England, and it was also more profitable. The only drawback was that there was a great deal more ill-health, and for that there was no real necessity. Some tropical countries were known as "the White Man's Grave," and so on, but with an alteration of the mode of life and with quite elementary precautions against disease the actual mortality and sickness in the Tropics had been enormously reduced. One of the things which people who went to the Tropics for the first time did not realise, was, that the changed climatic conditions meant a complete change in habits. The golden rule, said Dr. Daniels, was moderation in all things—in food and drink and exercise. They should not starve themselves, and as regards alcohol he had not known anybody the worse for being a teetotaler, though, on the other hand, a moderate amount of alcohol was not more injurious in the Tropics than it was in England. There was no reason why a man who had had a serious attack of malaria should not recover completely provided he had lived a regular life and kept himself in good condition. The only preventive of malaria was the entire sweeping away of the stagnant pools with their fringes of reeds and grass, which were the breeding grounds of the insect.

Intimations.

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THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 10th March, 1908. [41

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Inspection Invited to the Yards.

Best Terms.

Quick delivery.

LEUNG TAI, Managing Director.

Hongkong, 19th May, 1910. [189

THE RUBBER ROAD.

FROM PARA TO THE AMAZON.

There is but one road out of Para. You must leave the city by the path which brought you to it, the river. Like all the towns of the Amazons, though there is the most of a level continent behind Para, you cannot go that way. As soon as they wander from the houses, the streets of the city, and their lines of electric cars, are swallowed by the jungle.

Para is the only gate to one of the richest regions of the world, an immense and virgin land which has but one fault against its productivity, its unbridled exuberance. Always at anchor off the city's front, discharging and loading, is a fleet of European steamers—nearly all of them, you may as well know, flying the red ensign. A firm of famous engineers, also British, is busy constructing there huge wharves; and Thames tugs and dredgers, flying the Brazilian flag, as the law insists, but bawling London compliments as they pass your vessel, help the native schooners that peak their blue or scarlet sails high above raking masts, to make the anchorage alive and brisk.

Looking out from under the bridge awning of your steamer your vessel appears to be within a lagoon elliptical in form, and so large that it is quite a world for the eye to range in, confined only by a line of forest far enough away to lose its color, nature and significance, and appear but a low and featureless coast. Para lies reflecting the sunlight from many facets in the south-east, a broad spread of white houses with red roofs, having a cheerful array of towers and spires superior to the general level of the city.

IN A GULF, FIXED.

From the ship Para looks big, modern, and prosperous, and with those fine ships before it, and those splendid rain clouds of the tropics towering above, impassive and brooding, involuted and massed, lustrous with metallic glowings, as of burnished copper and steel (the arc of an iris curving down from them over the city's white front), you are liable, being a newcomer, because of a pardonable feeling of exhilaration which comes of personal well-being in a wide and radiant place, to think of man as the conqueror there, who has overcome the wilderness, builded him a city, and directed the sap and life, born in a rich soil of fierce suns and rain, into the forms useful to him.

Nothing of the sort. This lagoon in which your ship lies large and important before a fair city you find is but a small gulf in an immense area of tractless islands and meandering waterways, the estuary of the Amazon, a very kinddom for size, intricate, and little known. That coast opposite the city which you thought to be the mainland is the trivial Ilha des Oncas (Island of Tigers). The main channel of the river, four miles wide, is beyond that island, with the coast of Marajo for the further shore; and Marajo also is but an island, though it compares with Wales in area. As for those points in the ultimate Amazons of which you read in England, the alluring names on maps, here they are just what they were at home, still mythical and unreal, still alluring because so vague and far, journeys thither to be reckoned by time—"two months, senhor, or perhaps three or four."

THE BEYOND.

Slowly the idea comes; something like a dawning understanding of astronomy's amplitudes, of the remoteness and inaccessibility of the beyond of Amazonas, the new world you have just entered, a land almost unknown in Europe and the United States, except from books of travel dated during the fifties and company prospectuses being dated now. Ashore at Para the high prices of very inferior food teach you a little more; and, so do the brown children, entirely nude, who play about the cathedral and the steps of the principal hotel. Afterwards you find that whichever way you take away from the shops, the theatre, the shipping, and the churches, of this important city, brings you to the jungle. That towers above you, a dark and portentous menace if you are new, as I was, to the intensity and the determination of tropical vegetation. So we took the river, and the forest began to follow us up stream. Towards the afternoon both shores quickly approached us, and we entered the Narrows.

Here the Para river, before you emerge upon the Amazon, dissipates into a fine web of serpentining ditches—in width these channels are hardly more than ditches, though deep enough to float liners—which thread an archipelago of small islands so overloaded with tangled arborage that at times our steamer was in a deep shady chasm, our rigging brushing boughs projecting from the green cliffs, or vines pending from overhanging cornices of palms. The forest rose above the mast heads. When Bates was making his famous journey in 1849 he entered the Narrows by the Breves river, on which stands the village of that name. Our pilots took a southern water lane, the Parana de Buyassu.

DEADLY NIGHTSHADE.

After a wise Government has made Para what an efficient medical service has made Panama, and the city is cleared of the yellow fever mosquito, the Narrows will become one of earth's show places. Till long after nightfall, when the frequent discharges of lightning opened momentary vistas, and gave startling knowledge of giant and grotesque forms bending over us, as though caught inspecting us, our pilots were unravelling this puzzle of navigation. The noise of our progress awoke resentful and sonorous protest in the sleeping fastnesses.

The forest, with a closeness of texture unbelievable to one who knows only the thin woods of England, rose directly from the water, and it was rare we saw its base of yellow clay. The sight was stopped at once on a barrier of a radiant, toneless emerald, and we allowed no intrusion; no shady aisles and reposeful open glades there; the only shade was where the burdened limbs and props of the forest spilled a cloud of foliage to overhang the water. In such places we disturbed the snowy herons. Yet the forest here was soft, benignant, and graceful in form, mainly because of the number and diversity of its palms. Sometimes the forest's parapet seemed supported on a colonnade of slender grey columns, or, again, the whole structure sprang from a base of green arches, the fronds of the Ubussu and Jupati palms. And the sun was at play above with colored vapors, and the warm air passed over us in a lazy flux. This place will serve for me as Paradise, if I never have the luck——.

SHADOWS.

Now and again we passed single habitations on the water-side, small, ephemeral huts of palm-leaves pressed down by the forest to wade on frail stilts into the water, with a canoe tied to a limb of a toy jetty. It would be difficult to give any idea of the precarious tenure these folk appear to have on life. Nothing could better emphasise the dominance of the forest than one of these little "shacks" suddenly discovered secreted amongst the aqueous roots of the trees; as it were, standing between two toes of the giant. In such places some rubber trees, covered with scars, were always seen. But we saw few of the folk, except the brown bodies of the children perched on the jetties to see us go by. Late in the day, however, we came to a hollow in the base of the forest wall, and could make out shadows within a collection of rude wooden crosses stuck in the turf. The sundering forest does not always keep the people here from congregation and the last communion.—H. M. Tomlinson in *Morning Leader*.

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Beef sirloin & prime cut—Mei Lung Pa ℔	20
" Corned—Ham Ngau Yuk "	22
" Roast—Shiu " " "	22
" Breast—Ngiu Lam "	15
" Soup, Tong Yuk "	20
" Steak—Ngau Yuk Pa "	22
" " Sirloin—Ngau Lau "	30
" Sausages,—Ngau Yuk Chaung "	26
Bullock's Brains— " Know..... per set	9
" Tongue fresh—Ngau Li..... each	50
" corned—Ham Ngau Li "	60
" Head—Ngau Tau "	85
" Heart—Ngau Sum .....per ℔	12
" Hump, Salt—Ngau Kin "	18
" Feet—Ngau Keok .....each	8
" Kidneys—Ngau Yiu..... "	9
Tail—Ngau Mei "	18
" Liver—Ngau Con ℔	12
" Tripe (undressed)—Ngau To..... "	6
Calves' Head and Feet—Ngau-chai-tau-keok.....set	$1.00
Mutton Chop—Yeung Pai Kwat ℔	22
" Leg—Yeung Pei "	22
" Shoulder—Yeung Shau "	20
Pigs' Chitlings—Chi cheong "	22
" Brains—Chi Know.....per set	24
" Feet—Chi Keok "	12
" Fry—Chi Chak "	25
" Head—Chi Tau "	15
" Heart—Chi Sum.....each	11
" Kidneys—Chi Yiu .....pair	8
" Liver—Chi Kon ℔	30
Pork, Chop—Chi Pai Kwat "	18
" Corned—Ham Chu Yuk "	—
" Leg—Chu Pai "	24
" Fat or Lard—Chu Yau "	18
Sheep's Head and Feet—Yeung Tau Keok .....set	50
" Heart—Yeung Sum.....each	6
" Kidneys—Yeung Yiu "	9
" Liver—Yeung Con ℔	14
Sucking Pigs, To Order—Chu Chai "	22
Suet Beef—Sang Ngau Yau "	20
" Mutton—Sang Yeung Yau "	22
Veal—Ngau Chai Yuk "	20
" Sausages—Ngau Chai Yuk Tong. "	20

POULTRY.

Chicken—Kai Chai ℔	33
Capons, Large, Small—Sin Kai "	32
Ducks—Ap "	20
Doves—Pan Kau .....each	—
Eggs, Hen—Kai Tan.....per doz.	24
Fowls, Canton—Kai ℔	35
" Hainan—Hoi Nam Kai "	30
Geese—Ngo "	24
Geese, Wild Shanghai—Sheung Hoi Ngo .....pair	—
Musk Deer—Wong Keng .....each	—
Hare—Tu Chai "	—
Partridge—Che Khoo "	—
Pheasant—Shan Kai.....pair	—
Pigeons, Canton—Pak Kup ..... each	35
" Hollow—Hollow Pak Kup "	32
Quail—Um-Chun "	25
Rice Birds—Wo Ia Cheuk .....dozen	—
Snipe—Sa Chui ..... each	—
Turkeys, Cock—Fo Kai Kung ... per ℔	65
" Hen— " " Na "	54
Wild Ducks, Shanghai, Sui-ap .....pair	—
Teal, Shanghai, Sui Ap Chai..... "	—
Wild Ducks Canton—Sang Shing Sui Ap.....per pair	—

FISH.

Barbel—Ka Yu ℔	10
Bream—Bin Yu "	16
Canton Fresh Water Fish—Hoi Sin Yu "	16
Carp—Li Yu "	22
Catfish—Chik Yu "	20
Codfish—Mun Yu "	17
Crabs—Hai "	22
Cuttle Fish—Muk Yu "	16
Dab—Sa Mang Yu "	17
Dace—Wong Mei Lun "	12
Dog Fish—Tit Tu Sa "	10
Eels, Conger—Hai Man Yu "	17
" Fresh water—Tam Sui Yu "	16
" Yellow—Wong Sin "	24
Frogs—Tien Kai "	36
Garoupa—Sak Pai "	60
Gudgeon—Pak Kop Yu "	13
Herrings—Tso Pak "	18
Halibut—Cheung Kwan Yu "	32
Labrus—Wong Fa Yu "	16
Loach—Wu Yu "	32
Lobsters—Lung Ha "	24
Mackerel—Chi Yu "	16
Monk Fish—Mon Yu "	28
Mullet—Chai Yu "	16
Oysters—Sang Hoi "	22
Parrotfish—Kai Kung Yu "	17
Perch—Tau Loo "	16
Plaice—Fa Paw Poong "	9
Plaice—Pan Yu "	28
Pomfret, Black—Hak Chong "	24
Pomfret, White—Pak Chong "	32
Prawns—Ming Ha "	50
Ray—Pai Pa Sa "	20
Rock Fish—Sak Lau Kong "	26
Roach—Chun Yu "	10
Salmon, (Fresh) from water—Ma Yau [illegible]	[illegible]

	Cents.
Shark—Sa Yu ℔	10
Skate—Po Yu "	12
Shrimps—Ha "	40
Snapper—Lap Yu "	22
Soles—Tai Sa Yu "	26
Tench—Wan Yu "	18
Turbot—Cho How Yu "	24
Turtles, small, fresh water—Keok Yu "	50
White Bait—Ngan Yu Chai "	—

FRUITS.

Almond—Hung Yan ℔	24
Apples, (California)—Kam San Ping Ko "	20
" (Chefoo)—Tai Chun Ping Ko "	—
" Small—Hoi Tong "	—
" Custard—Fan Lai Chi ...each	—
Bananas, fragrant, Canton—Sang Sheng Heung Chiu ℔	3
" (brides), Macao—San Heung Chiu "	5
Chestnuts, Chinese—Foong Lut "	14
Carambola—Yeung Tod "	—
Cocoanuts—Yeh Tsz .....each	10
Grapes—Sin Tai Tsz ℔	—
Lemons, China—Ning Moong "	8
" Amer.—Kum San Ning Moong "	7
Lichees, Small Stone—Lai Chi Coo "	25
" Fresh, Lai Chi "	11
Limes, (Saigon)—Sai Kung Ning Moong .....each	5
Mango, Manila—Lui Sung Mong "	10
Mango, Saigon—Sai Kung Moong "	—
Mangosteens, San Chuk Tsz per doz. "	22
Oranges, Tim Chang ℔	16
" Small—Tai Kut .....catty	—
" Mandarin—Tim Kut "	—
Olives—Pak Lam ℔	—
Passion Fruit .....each	—
Pears, (American)—Kam San Shut Li ℔	10
" (Canton) Cooking—Sa Li "	8
Peanuts,—Fa Sang "	10
Persimmons, Large,—Hung Chin "	—
Pine-apples, 1st quality—Sheung Poon Ti Paw-law .....each	10
" 2nd cooking—Chung-tang Paw-law "	—
Plantains—Tai Chiu ℔	8
Plums, Swatow—Hung Lai "	7
Pumelo, Siam—Chim Lo Yau .....each	14
Walnuts, Hop Tou "	10
" Green—Sang Hop Tou "	—
Shanghai Lo Kwat ℔	5

VEGETABLES, &c.

Artichokes, Shanghai,—Sheung Hoi Ah Chi Chauk ℔	8
Beans, (French) Macao—Oh Moon Pin Tau "	14
Beans, (French), Shanghai—Sheung Hoi Pin Tau "	6
Beans, Sprout—Ak Choi "	2
Beans, Long—Tau Kok "	8
Beet Root—Hung Choi Tau .....each	2
Brinjals, Green—Cheng Yuen Ker "	4
Brinjals, Red—Hung Ker "	4
Bamboo Shoots—Chook Shun "	10
Cabbage, Chinese, com.—Kai Choy "	3
Cabbage, Red—Kai Lan Tau .....each	15
Cabbage, (Shanghai)—Yeh Choy "	12
Cane Shoots, bunch—Kan Shun "	3
Cauliflower, Large size—Tai Yeh Choi Fa .....each	—
Cauliflower, Medium size—Chung Yeh Choi-fa .....each	—
Cauliflower, Small size—Sai Yeh Choi-fa	—
Carrots—Kam Shun "	6
Celery, Chinese—Tong Kan Choy "	5
Celery, English—Yeung Kan Choi "	7
Celery, White—Pak Yeung Kan Choi "	—
Chillies, Dried—Coff Lat Chiu "	10
" Red—Hung Fa "	10
" Green—Cheng Lat Chiu "	6
Curry Stuff, English—Ka Lee Choi Liu "	8
Cucumbers—Cheng Kwa "	2
Bitter Squash—Fu Kwa "	4
Garlic—Suen Tau "	4
Ginger, young—Sun Tsz Keung "	4
" old—Lo Keung "	4
Horse Radish, Shanghai—Lik Kan ℔	25
Indian Corn—Suk Mai .....piece	4
Lettuce—Yeung Sang Choi .....each	4
Water Chestnuts—Ma Tai "	5
" Mandarin—Kwai Lum Ma Tai "	7
Musk Melon "	20
Mushrooms, Fresh—Sang Cho Kho "	40
Onions, Bombay—Young Chung Tau "	7
" Green—Sang Chung "	4
" S'hai—Sheung Hoi Chung Tau "	5
" Japan—Yat Poon "	—
Okroes—Mo Ker "	8
Parsley, English—Yeung Un Sai ℔	10
Green Peas—Cheng Tau "	15
Potatoes, Sweet—Yan Shu "	3
" Shanghai—Sheung Hoi Shu Tsai "	3
" Japan—Yat Poon Shu Tsai "	3
" American—Fa Ki "	—
" Foochow—Fuk Chun Shu Tsai "	2
" Macao—Oh Moon "	—
Pumpkin—Toong Kwa "	3
Radish—Hung Lo Pak Tsai ℔	5
Rhubarb "	—
Shalots—Gon Chung Tau "	6
Spinage (Chinese)—Paw Choi "	—
Spinach—Yin Choi "	4
Tomatoes—Fan Ker "	6
Taros—Wu Tau "	2
Turnips, Pun-ti (Long)—Low Pak "	2
" English—Yeung Low Pak piece	2
Vegetable Marrow—Chit Kwa "	3
Water Cresses—Sai Yeung Choi "	7
" Caltrops—Lan Kok ℔	—
" Lily Roots—Lin Ngau "	4
Yams—Tai Shu "	4
Sage "	6

The prices necessarily vary from day to day, and the Sanitary Board has no power to compel vendors to sell at the prices quoted.

W. [illegible]

CHIEF [illegible]

The Hongkong Telegraph

HONGKONG, SATURDAY, JUNE 18, 1910.

"THEIR DESIRED HAVEN."

We have to-day to chronicle an event that no mere words of ours will make memorable as long as this Colony remains under British rule, and may that be for as long as men "go down to the sea in ships and do their business in great waters." Sailors are a much misunderstood class of men. Like soldiers they have had many things to suffer at the "pens of ready writers" and the tongues of those who glibly chatter about "poor Jack" or "Jack aloft" and about his shore-living fellow-sufferer "Tommy Atkins" or the "thin red hero." The stage, music-hall and variety, has had its share in hiding from the majority of mankind the realities of a sailor's life, its naked discomforts, its squalid homelessness, its endless restlessness. When a seaman finds himself on shore without immediate duty to deaden or excite him, he begins what we may call the hopeless search. He feels that somewhere somehow there is "the haven where he would be," a place of refreshment, light and peace. So he looks to find it. The North Wind has battered him and buffeted him and rushed over him; now he must have a corner of quiet "at the back of the North Wind." What awaits him? He seeks in vain. The lurid lamps, the flashing glares, the reek of crude spirit and "the crackling of thorns under a pot;" the falsetto laugh, the paid-for welcome, the too bitterly paid for cheer, these are but part of all he finds. Dirt, discomfort and detestable wickedness are all the sailor finds ashore unless he is landed in his home port among his own people and even then and even there he is not free from the ancient Evil that dogs him and his longing whithersoever he may go. Can it be wondered at that he gradually sinks below, as he so often rises above, the level of cleanliest bravest manhood? That he should lose his spiritual Star in the Night around him is the inevitable fate of those who "know no hope and feel no stay"—and he either ceases to realise that he has a separate Heaven-wrought Will, or else too dreadfully, too shudderingly feels that his soul like his body is in the heart of darkness. Where is a sailor to go in Hongkong? Everybody knows where sailors do go in Hongkong. And even when they don't go there or "somewhere similar," it is not the least part of a sailor's deep grievance against his lot that there are worse evils in many miscalled sailor's homes (save us and bless us!) than the canteen. Sailors don't count. They are poor. The few who have money can buy comfort, consideration and condonation of anything, in return for the money, and can obtain refreshment, respect and religion in doses paid for according to the usual tariff. But if he can't pay? Then he must e'en "dree his weird," and go elsewhere, or if a sailor's "home" offer itself, he must eat bitter bread and know how cold Charity without any Love in it can be. But what are we saying? All this *was* true, but now is not. No seaman need now endure either dirt and privation or the husks of humiliation. "Love faileth not." We heard the name of "J. H. France," six years ago. It was in London. A burly man with a face lined and scored with those infallible signs which indicate past starvation, marks which "those in the know" never fail to recognize, said "Hongkong? Ah! there are other places whose name begins with H and I should end them all with L and Hongkong too, but for one man there. I never used to believe in religion but I believe Christ lived all right, because of that man. He was like what Christ would be if HE went to Hongkong." Pressed for an explanation, the man who was now prosperous spoke in terms we shall not attempt to reproduce about that Mr. J. H. France who had made him realize the truth of a possible Christ-like man. It was to Mr. France's portrait that Sir Hormusjee Mody pointed when our representative was walking over the new Seamen's Institute to-day. "He," said Sir Hormusjee smilingly, "he did all this you know." And when the man from the *Telegraph* indicated Sir Hormusjee's own portrait hanging opposite to that of Mr. France, he only laughed and tapped his hat and would hear no word of himself. "You know the portrait by my hat," he said. He was wrong, and he was right. He was right in this—that the Parsi head-covering honoured all over the world, especially in British dominions, is held here to be dignified by being worn by Sir Hormusjee Mody, Knight. This large hearted and wide-minded man grasped the idea expressed in such a life as that of the Reverend J. H. France. Realizing its meaning he decided to give it such practical effect as he could. It had pleased God to entrust him with riches—the means of good and evil. The call was clear, and Sir Hormusjee responded. "Inasmuch as ye have done it unto one of the least of these my brethern, ye have done it unto me."

LOCAL AND GENERAL.

TWO Chinamen were awarded six weeks' hard labour each in the Police Court this morning for loitering in the streets with pick locks in their possession.

THREE boatwomen were fined $10 each in the Police Court this morning for going alongside the s.s. *Honam* while the boat was under weigh.

ALEX. FISHER, late Chief Officer of the s.s. *Hing Lee*, was fined $3 at the Magistracy this morning for creating a disturbance in the Shipping Office.

REGULATIONS issued by the Director of the Bureau of Agriculture, Manila, with reference to the importation of cattle into the Philippine Islands, are published in the current issue of the *Government Gazette* for general information.

WE have received from Messrs. Lane, Crawford and Co. a pocket knife advertising Napier Johnstone's Old Highland Whisky known as "The Square Bottle Whisky." It is one of the choicest blended whiskies, and has always enjoyed the highest reputation.

WHILE on her trial trip from Palmer's yard on May 16 the new destroyer *Viking* ran into a tug with an excursion party on board. The smaller craft sank in a few minutes, but so admirable was the rescue work of the destroyer and of some pleasure boats close at hand that not a single life was sacrificed.

SIR Arthur Lawley shot a tiger measuring 9 feet 4 inches near Ootacamund on May 23. Lady Lawley accompanied the governor. The beast was only a few yards from her Excellency, and on emerging more into the open, Sir Arthur bowled him over with one shot, killing him in his tracks.

MR. M. J. Kennaway has been on a visit to Sumatra and has related his experiences in the *Malay Mail*. He says that whilst in Medan one should not forget to ask for a sherry cobbler, a cocktail that, if properly introduced into the F.M.S. would, he ventures to predict, very soon out-sling the best of slings.

MR. Endo, manager of the Kobe branch of the Mitsui Bussan Kaisha, left Kobe by rail for Shimonoseki on Monday morning (6th instant) *en route* for Dairen. He is subsequently to proceed to Europe by the Siberian Railway. The object of the journey is to investigate the export of beans from Manchuria to Europe.

WORK on the Tuaran Rubber Estate is going ahead well. After less than two months' work some 500 acres have been felled and burned. The burn took place on the 9th May and was but moderately good owing to the lightness of the timber. The stacking and burning should not, however, take very long with the large force of native labour now at work.

THE general manager of the Tenom Borneo Rubber Co. has erected near the mouth of the Mangagatal river a building for the accommodation of enfeebled coolies from his Laban Estate. It is facing the open sea and the spot affords excellent facilities for sea bathing and soaking. The old fashioned remedy of "a trip to the sea side" is hard to beat as a panacea.

New Seamen's Institute.

SIR HORMUSJEE'S GIFT.

OPENING CEREMONY THIS AFTERNOON.

This afternoon the new Seamen's Institute at Wanchai, the gift of Sir Hormusjee N. Mody, was formally opened by His Excellency Sir Henry May, K.C.M.G., the Officer Administering the Government, in the presence of a large and representative gathering of Hongkong citizens. The history of the movement which has led up to the establishment of the new Institute is almost too well known to require recapitulation. It is sufficient to say that its existence is due to the munificent benefactions of Sir Hormusjee N. Mody who in more ways than one has shown his lasting interest in the Colony in which he has passed so many useful years. It is a matter of common knowledge that Sir Hormusjee came to the aid of the Institute when it was in very low water and that his original offer of $35,000 was increased to $50,000 when it was made plain that the further sum would be required to carry the scheme to completion.

THE BUILDING

has been designed by Messrs. Leigh & Orange, and is a very fine example of the architect's art. The Institute, situated on Marine Lot No. 29 of Wanchai fronting upon the Praya East, is a red brick building faced with Amoy red brick, and is erected in the style of the Flemish Renaissance. The ground floor has verandah piers of granite with pilasters and columns of the Roman Doric order. The main piers run through the first and second floors and carry semi-circular arches with pierced spandrels, the whole being surmounted by a plain parapet with a hood mould and small octagonal corner piers on moulded trusses.

The central feature is formed by the main entrance which has a carved pediment carrying the name of the institution on a labelled panel with date of its erection. This central bay is finished at the roof level with a broken pediment and flagstaff pedestal. The construction is steel-framed with a flat concrete roof and the whole is sufficiently strong to carry another floor if extension be necessary at some future time.

On the ground floor is a "late" dormitory, dining room, refreshment room and billiard room. On the first floor there are a large concert hall and reading room with officers' rooms and steward's quarters. The whole of the second floor is devoted to sleeping accommodation in the shape of "early" dormitories and 33 state-rooms. The baths, lavatories, kitchens, servants' quarters and offices are all of generous dimensions, conveniently arranged in a separate block in the rear connected on each floor to the main building by covered bridges. Electric light is provided throughout the premises. The floor are of teak and English tiles, whilst the lavatories, etc., are tile-lined. The fittings are plain and strong, suitable to the uses for which they are designed. The ventilation has also been carefully studied and arranged for and every facility for absolute cleanliness is been provided.

AT THE OPENING CEREMONY

this afternoon there was a large and representative attendance. His Excellency the Officer Administering the Government (Sir Henry May, K.C.M.G.) and Lady May were received on arrival by the Lord Bishop of Victoria, Sir Hormusjee Mody, the donor, and the Committee who supervised the building. The Committee conducted the officials to the concert hall, in which the proceedings took place. On the platform in the room, which was tastefully decorated, were seated:—His Excellency Sir Henry May and Lady May, the Lord Bishop of Victoria, Sir Hormusjee Mody, Hon. Mr. Henry and Mrs. Keswick, Colonel, Mrs. and Miss St. John, the Hon. Mr. W. Rees Davies, K.C., Hon. Mr. W. Chatham, C.M.G., Hon. Mr. Murray Stewart, Dr. F. W. Clarke, the Ven Archdeacon E. Barnett, Mr. A. H. Harris, Rear-Admiral Lyon and Miss Lyon, F. Smyth, Mr. and Mrs. J. H. N. Mody, A. H. Ough and others. There were also present:—Messrs. S. Kusomoto, Takamechi, T. H. Hough, R. A. Cubbay, M. S. Sassoon, E. Pabaney, Mrs. G. R. Lammert, Miss Hance, G. Piercy, Mr. and Miss E. Jones Hughes, Mrs. von Stockhausen, Dr. J. W. Noble, Mr. and Mrs. W. Braidwood, Messrs. W. Dobbingham, K. von Wiser, T. Funatsu, W. G. Humphreys, A. Dastur, K. Setna, Rev. and Mrs. Wells, Rev. Father Robert, Col. and Mrs. A. Chapman, Moos. G. Siebert, K. Kobayashi, W. Lerrigo, Rev. and Mrs. E. Bone, H. Ruttonjee, J. Hennessy Seth, and Mr. and Mrs. Aijani.

The proceedings were opened by prayer, offered by Rev. A. P. Crofton, the assistant chaplain.

The Bishop of Victoria, the Very Reverend G. H. Lander, then addressed the assembly, welcoming His Excellency the Governor and at the same time expressing his regret at the unavoidable absence of Sir Frederick Lugard, Sir Paul Chater and of the Rev. C. E. Thompson who had been impelled to go on a health trip to Japan. The Institute, he said, would be a lasting monument to Sir Hormusjee Mody, the donor, and it would remain as a token of the excellent work being done by the Seamen's Mission. He hoped that the new Institute would be fully and rightly used by those for whom it had been provided and that it would prove a blessing to the seafaring men to whom Hongkong was a port of call. In conclusion, the Bishop stated that there was yet a sum of some $14,000 awanting to furnish the Institute throughout and he had no doubt that the public would come forward to their help in raising the necessary amount. The whole scheme had cost over $90,000, and it was to be hoped that the sum required would be realised.

SIR HORMUSJEE MODY'S ADDRESS.

Sir Hormusjee Mody said:—Your Excellency, My Lord Bishop, Ladies and Gentlemen,—We are here to-day to put the finishing touch, by declaring this Seamen's Institute open, to a work which I trust will prove of lasting benefit to those, for whom it is designed. It was only in March, 1908, that the needs in this Colony of so deserving a class of men, as the sailors of our Mercantile Marine were first brought to my notice, by one who had their care and welfare at heart for many years, namely, the Rev. J. H. France (Applause) and on learning from him the difficulties under which the good work was being carried here, I was prompted to make my offer to provide them with a building suitable to their needs. (Applause.) It will be remembered that it was at a meeting held in the City Hall early in 1908, under the presidency of Sir Frederick Lugard, who is always in the front ranks in any cause, that the public first learned from His Lordship the Bishop, who ever since his advent to the Colony has taken a great interest in the work of the Seamen's Mission, the necessity for concentration of this work in erecting a new building, upon a site which it was proposed to purchase for that purpose; and in the same year when he left for home his interest in the scheme continuing, he appealed through the columns of the *Times* newspaper for funds in aid of this good work. Nor must we forget to mention the enthusiastic support of Admiral Sir Arthur Moore and his stirring speech which did so much to fire us all with the desire to help in some way our sailors. It was at this meeting that I made my offer to erect a suitable building at a cost of $35,000, which amount I subsequently increased to $50,000. On the 28th April last year His Excellency Sir Frederick Lugard laid the foundation stone; the building is now an accomplished fact, and I think reflects great credit on Messrs. Leigh and Orange, the architects, who have designed a building whose interior is in all respects so suitable to the requirements, and with an exterior so pleasing to the eye, and a credit to the Colony. It merely remains now for me to present it to those for whom it is built, and for you, Sir, to launch it on its sphere of usefulness by declaring it open, and I feel sure that under the able administration of the present Chaplain to Seamen, the Rev. C. E. Thompson, who has done such splendid and hard work for them during the last four years, and who has left for a short trip to Japan in search of renewed health and vigour, as well as in capable hands of his assistant, the Rev. A. P. Crofton, it will prove a comfortable home to many a deserving seaman. Let us hope that with this proof of the Colony's care for them they may learn to appreciate what has been and is being done for them here. Personally I feel sure that they will do so. It is usual on an occasion such as this to present to the person on performing the ceremony a silver key wherewith to open the main door of the building that he may be the first to enter and declare the building to be "open." Unfortunately the circumstances of the case render this quaint custom impracticable on this occasion. I will, however, ask the acceptance by your Excellency of the photograph of this building in memory of your visit here to-day, and now request you to declare the building "open." (Loud Applause.)

SIR HENRY MAY'S HUMOROUS SPEECH.

H.E. Sir Henry May said:—There is nothing I dislike so much as a rule as making a speech. Perhaps the reason is that in the speeches I have to make I generally have to tell people something they are not pleased to hear. Usually it is that the Government for various reasons can't do what people want. I have no doubt that on such occasions people think that the Government could do if they wanted. I have addressed all sorts of audiences in this Colony at one time or another from the Legislative Council down to an awkward squad of Chinese policemen. But to-day, thank Mody, I have not to address either. To-day for the first time I have been called upon to address a body principally composed of British seamen. I think any Englishman would enjoy such an opportunity. And now a word about this Institution. It was born in the year 1891—the same year that I was married—I suppose that is why it has been so lucky. (Applause.) Its cradle was a matshed in Kowloon which I well remember. Its nurse was the Reverend Mr. Gurney Goldsmith, at that time Chaplain of the Missions for Seamen. It was not long before the matshed was superseded by the existing brick and mortar institute in Kowloon. In 1893 a branch was opened by the Mission in Queen's Road under the name of the "Star Coffee House." This remained opened for nearly five years when a more commodious building with accommodation for 40 beds was obtained at the corner of Pottinger Street. This establishment proved too costly and was abandoned for premises in a bye street off Queen's Road which was also abandoned not long after. The next step was the establishment of the Hongkong Institute at Wanchai which was opened by Sir M. Nathan in 1905. That Institute did good work and on many occasions as many as 1,000 seamen visited the Institute during the month. The Bishop has referred to the munificent gift of this building by Sir Hormusjee Mody. You all know Sir Hormusjee. The first thing that strikes you about him when you first make his acquaintance is his hat. (Laughter.) But you soon find that fine though his head dress may be his head is still finer (*Laughter and applause.*) If I had Sir Hormusjee's head with my opportunities I should have been Chancellor of the Exchequer—(Applause)—and I should have produced a budget which by George would have given unalloyed pleasure to even Irish taxpayers. (Renewed laughter). But in China you know things are upside down. The Chinese say that a man carries his brains not in his head but at near the other end of the body as is conceivable—in the stomach. We are next door to China. Still stomachs are not fitting things to talk about with ladies present. So I will substitute a contiguous organ—the heart. Sir Hormusjee's heart excels even his head (Applause). If we could weigh it I feel sure it is as big as a bullock's (Laughter.) Nothing seems too big for it. And it is his heart that has prompted the many magnificent gifts he has endowed the Colony with. (Applause.) Now when Sir F. D. Lugard laid the foundation stone of this building he reminded those present that one of their first duties was to show their gratitude to Sir H. Mody. I would include all those generous persons who have contributed the large sum of money required for the purchase of the site on which the building stands. I do not know who they all are, but you may take it that they are the principal British Firms and residents who are ever generous in responding to appeals to their generosity and I should not be surprised to find that Foreign Firms and Chinese have contributed also. Now how can you best show your gratitude? Why by making a proper use of this fine building and by proving by your sober and earnest lives that you are fitting objects for such a magnificent gift to be bestowed upon. Remember you, Merchant Seamen, that England's Mercantile Marine is of the very keelson of the Empire even as you sailors of our Sailor King are one of her principal bulwarks. (Applause.) On you two bodies of men therefore depends to a large extent the stability and safety of our country. You, seamen, in addressing you I am reminded of an anecdote concerning an uncle of mine, one of my father's brothers, Rear-Admiral Caarles May, told to me by just such another sailor of the Salt Sea-dog type, my kinsman, Sir Edward Chichester. When my uncle was a Captain in the Royal Navy he was chosen to command the biggest ironclad of the day—the *Northumberland*—because he was recognised as being one of the best officers and certainly one of the best in seamanship at that time in the Navy. Some years later the Lords Commissioners of the Admiralty were dining after an inspection at Portsmouth and my uncle among others was present. The conversation turned on scientific subjects, such as torpedoes, electric gear and other new-fangled innovations. "The fact is," said a young officer, "that science is of such paramount importance nowadays that every scientific officer should be distinguished by a big red S in front of his name in the Navy List." "I have no objection at all," said Captain Charles May, "provided you put a big black S in front of the officers who are seamen." Yes, my friends, they may talk of *Dreadnoughts* and Super-Dreadnoughts, of submarines and flying machines, but naval battles in the future will be won as they have been in the past by the side with the best officers and men. So show your gratitude to Sir H. Mody and the men of Hongkong who have provided you with this institution, which may serve at once as a place of recreation and as a refuge from temptation, by leading earnest, sober, and God-fearing lives both outside of it and when within its walls. I use the word sober in all its senses. I am especially glad to notice that this Institution is conducted on temperance lines. Some people are ashamed to own that they do not drink strong drink. Believe me that as a rule the less men take of it the be er men they are. Look at our local athletes, Mr. C. A. Carr, champion at lawn tennis, Mr. Dick Hancock, ex-champion, tennis and racquet player and one of the best all-round cricketers in the Colony, and Mr. John Johnstone, our crack amateur jockey. These men are teetotallers and if you can find me three better men at work or play I will take off my hat to you (Applause). Therefore drink little, bless Mody, and his coadjutors, and pray God to make you, worthy sons of your ancestors who built up the British Empire which is largely in your keeping. Thus may you attain the greatest source of human happiness—the consciousness of duty well and nobly done. It remains for me to thank on your behalf and on behalf of the Colony the past and present committee of the Mission, its Chaplains and particularly Mr. France, (Applause) Sir Hormusjee Mody and the subscribers to the fund for purchasing this site and for furnishing the building for their work and generosity in providing the building which I now declare open. (Loud Applause.)

Sir Hormusjee:—On behalf of this Committee and for myself I have to thank your Excellency for devoting this afternoon to us, and assure you that we fully appreciate your kindness in coming here to-day. I shall be glad if your Excellency and all here present will avail themselves of the opportunity to inspect the building throughout.

Sir Henry Keswick said he had been asked by the Bishop of Victoria to say a few words, but he was not going to make a speech. He was there on that occasion as the head of a firm interested in shipping. They all knew what a hard time the seamen had while on duty and even when they got ashore. He wished to thank those who had provided that place for the leisure, amusement and recreation of the seamen. They as people connected with shipping have to thank all who made that building possible, in particular had they to thank Sir Hormusjee Mody. He wished also to thank Sir Henry May for opening the Institute that afternoon. They had all heard Sir Henry's speech as from a man who was interested in the seamen of his country, their needs, their failings and their pleasures. He hoped they would be encouraged to lead the life he so manfully laid before them. In conclusion, the speaker thanked *Lady May also for her presence that afternoon.*

On the call of Mr. Keswick the assembly gave three hearty cheers to Sir Henry May and three more to Lady May.

His Excellency briefly thanked the gathering for the compliment and also Sir Hormusjee Mody for the interesting memento of the occasion.

The souvenir took the form of a photograph of the Institute enclosed in a silver frame.

On the call of the Bishop of Victoria, the assembly gave three hearty cheers to Sir Hormusjee Mody, who bowed his acknowledgments.

The gathering then sang "God Save the King," upstanding.

At the close of the proceedings, Sir Henry May unveiled the bronze mural Tablet, and refreshments were afterwards served.

The company then availed themselves of Sir Hormusjee Mody's invitation to inspect the building, which reflects great credit on the architects.

Canton Opium Monopoly.

MEETING OF CHINESE CHAMBER OF COMMERCE.

ENDS IN FISTICUFFS.

[*From Our Own Correspondent.*]

Canton, 17th June.

With reference to the recent establishment of the so-called prepared opium licence monopoly in Canton, it has already been reported that the firm of Kwong Wing Yuen has been appointed and entrusted by the Canton Government Anti-Opium Bureau to collect such licence fee at the rate of 30 cents per tael weight of prepared opium and $7.50 per ball of raw opium. In consequence of this, there has lately been considerable dispute between the opium merchants and the Committee of the Canton Chinese Chamber of Commerce, the serious allegation being made (which has not been proved) that they have received bribes to help make the monopoly an accomplished fact. Moreover, unproven charges of incompetency and unpopularity have been alleged against the manager of the firm in question.

Yesterday the Canton Chamber of Commerce held a meeting, at which all opium merchants in the city were present. There was a great deal of heated argument during the proceedings between the opium merchants and the members of the Committee of the Chamber but beyond that the meeting was barren of results and ended in a resort to fisticuffs.

The matter has now been referred to the Viceroy for settlement.

NEW TARIFF LAWS FOR JAPAN.

DRAFT OF THE PROPOSED CUSTOM DUTIES.

A draft of the proposed new Customs Tariff Law for Japan was issued by the Board of Trade last month, as a Blue Book.

Attention is called to the fact that the rates of Customs duty now leviable in Japan on a large number of articles are fixed by treaties between Japan and various other countries, and cannot therefore be altered while those treaties continue. It is understood that the proposed new "general" tariff has been framed with a view to the denunciation of such treaties by the Japanese Government this year.

Duties on articles subject to ad valorem duties will be levied according to their value on arrival; but with regard to those articles in respect of which it is found advisable to convert the ad valorem duties into specific duties such conversion will be made on the basis of the average values for a period of not less than six months.

RETALIATION.

With respect to articles, the produce or manufacture of a country in which Japanese goods are subjected to less favourable treatment than those of other countries, they will be liable to Customs duties, not exceeding the amount of their value, in addition to the tariff. Also articles on which an export bounty is granted in foreign countries will be liable to an extra Customs duty equal to the bounty.

EXEMPTIONS FROM THE TARIFF.

The list of imports exempted from the tariff is interesting. It includes, besides warships, and arms, ammunition, and all fuel for the army and navy:

Articles imported as specimens or objects of reference for schools, and museums;
Articles contributed for charity;
Records, documents and other papers;
Government monopoly articles imported by the Government;
Samples of merchandise fit to be used only as such;
Travellers' effects, and tools and instruments of professional necessity to travellers, in so far as they correspond to their social status;
Exported articles re-imported within five years unchanged in character and form (except alcohol, sugar, and other articles enumerated);
Horses, cattle, sheep, swine and poultry, for breeding, imported by the State and prefectures, and by breeding associations.

Partly manufactured goods, imported for the purpose of having work done thereon, are exempted if they are to be re-exported within the year; and exemption, under the same condition of re-export within the year, also applies to:

Articles imported for repair;
Articles imported for the purpose of scientific research;
Articles imported as articles for trial;
Samples imported for the purpose of collecting orders; and
Articles imported for use in theatrical and other performances.

A list of articles whose importation is prohibited includes—"Opium and utensils for smoking opium, excepting those imported by the Government"; and "books, pictures, carvings, and other articles, injurious to public security or morals."

IT is notified in the *Gazette* that any British subject residing in the Colonies, who may expect to require a passport to be issued to him in England, must furnish himself with evidence of such a character as will enable the Colonial Office to recommend him to the Foreign Office as a fit and proper person to be entrusted with a passport. In the case of a naturalized British subject, this requirement is in addition to the evidence of identity and nationality contained in the applicant's naturalisation papers.

ALL the passengers on the Pacific Mail S.S. steamer *Asia*, which left Hongkong on April 2nd, and Yokohama on the 13th, were vaccinated at San Francisco, as a precaution against contagion from two cases of smallpox which developed on board during the voyage from Hongkong to Yokohama. Among those on board was Mr. Kobe, from Kobe, and Mr. and Mrs. Kalamsky of Kobe, but now resident in Hongkong.

NOTES BY THE WAY.

THE LATEST FAD.

With some people it has ever been "With every season its fad", and out here in Hongkong, the latest fashionable illusion which seems to have seized upon the popular imagination appears to be a general fear of a water famine. A section of the local community seems to have been enamoured of an illuminating piece of information which appeared in one of the local journals to the effect that the fact of the rain holding off for some time past was having the effect of producing disquieting feelings again as to the visit of a water famine in our midst but as newspapermen are sometimes obliged to work on their imagination a bit and don't mean half of what they say the information in question may be taken as gospel truth and may be lightly dismissed. It is true that during the last few days the sum-total of wet weather has been a few insignificant showers, the sky all the time being covered with patches of fleecy clouds, but, as the Water Authority is probably of opinion, there is no immediate danger of a water famine. Scaremongers have never been of any use to anybody and the only good they seem to have accomplished in this instance was to deprive a good number of people who had dope them absolutely no harm of a great portion of their daily water supply to which they are plainly entitled. And this after a copious downpour which had augmented the Colony's water supply by millions of gallons. But worse things than that have happened in Hongkong and perhaps the victims should feel thankful that their supply was not cut off altogether.

WHERE WATER IS A LUXURY.

While on the weird subject of a water famine, reminds me of a daily spectacle which may be witnessed by those passing down Old Bailey at certain hours of the day. It is none other than that of a ragged urchin armed with a kerosine tin, which has been turned to the useful purpose of a water receptacle, and a little tin can, with which the fitful stream of water trickling down the side-channel is industriously baled out and deposited into the receptacle and not one drop of the liquid allowed to run to waste if it can be possibly helped. Can anything remind one more forcibly of the seamy side of human existence than this daily spectacle, which has a sort of grim humour attached to it? Can nothing be done to ameliorate the condition of these unfortunate people, who actually consider the life-giving liquid in the light of a luxury?

WATER POISONING (?)

Before leaving this subject of *aqua pura* I should like to ask the Water Authority to what mysterious reason can be ascribe the discoloration of the water in the lower levels, while those who reside on Mount Parnassus are favoured with crystal of purest ray serene. It is a trick of Fate that there should be discrimination between the "hupper ten" and the vulgar proletariat even in the matter of the water supply. Of course, it would be idle to suppose that the Water Authority is responsible for this strange phenomenon and it is possible that there is absolutely no danger in the mere fact of the water being discoloured but thoughts take the form of actions and I know of several nervous people who have been anathematizing the cause, whatever it might be, of serious derangements of their "Little Mary." Cannot the Water Authority see his way to making a public statement as to the purity of the water? It might work wonders.

THE POST OFFICE CRAZE.

The farce of the daily invasion of the stamp department of the local G. P. O. by swarms of dirty coolies continues unabated. The nuisance is becoming well-nigh intolerable and those who wish to either use the foot-path outside the Post Office or gain access to the besieged stamp counter have to bring all their dodging powers into requisition. As illustrating the wholesome awe with which the crowd of grinning coolies inspire strangers to the Colony, an American lady-tourist who was doing the sights of the city the other day was heard to inquire of her male companion: "Are these all workers in the Post Office?" Her guide, who happened to be a well-known local resident, drawled out as he pushed his way through a particularly tenacious mob, "Waal, not exactly. They are cute Chinos who have struck a wonderful money-making proposition." And then he proceeded to describe in detail the history of the farce which was being enacted under the very noses of the somnolent authorities. Can it be that the Government have discovered a new revenue-earning machine and are too unwilling to sacrifice it? Otherwise why this lethargic indifference by the powers that be? One might imagine that such a thing as regulation of traffic was wholly unknown to those concerned. Something surely ought to be done to protect the *bona fide* public from these vulgar monopolists of the Post Office vicinity. If the stamps must be sold to these rogues and vagabonds, cannot a special portion of the day be set part for the performance of the farce, say from seven to nine, when the fortune-hunters will have no opportunity of molesting the public. The nuisance is becoming a downright disgrace to the Colony and if those entrusted with the preservation of order in the public thoroughfares (I don't mean lifeless Indian constables who stand and calmly contemplate the burlesque) are slow to believe in these statements, they would be conferring a priceless boon on the public if they took a trip to the scene of the disorderliness far removed from their cosy offices with visions of exotic plants and half-dozing punkah-pullers.

CASUAL CRITIC.

JOHN TULLY, an instructing engineer in the Taikoo Docks, again appeared before Mr. E. R. Halliax at the Magistracy this morning on a charge of alleged assault on a Chinese fitter on board the s.s. *Ping Shan* on the 10th inst. Defendant said he struck the complainant in self-defence, as he suspected the complainant of an intended attack on him with his tools. The summons was dismissed.

CANTON DAY BY DAY.

VICEROY'S BIRTHDAY

[*From Our Own Correspondent.*]

Canton, 16th June, 1910.

To-day being the birthday of H.E. Viceroy Yuan all his subordinates called on him to offer congratulations.

THE COMMANDER-IN-CHIEF.

The Commander-in-Chief of the Land Forces of Kwangtung, H.E. Chun Ping Chih, arrived here on the 14th instant from Waichow.

THE TARTAR GENERAL.

It is reported in official circles that the present Canton Tartar General, Tsang Ki, will be transferred to another province and that the former Viceroy of Chihli, H.E. Tuan Fang, will be appointed to Canton as Tartar-General to succeed Tsang Ki.

FIRE.

A fire broke out last night in Hanam in Fuk Yan Street, where three or four houses were destroyed.

COINAGE.

Owing to the introduction, sanctioned by the Throne, of a uniform system of coinage throughout the empire of China, the Canton Provincial Mint has stopped minting subsidiary silver coins from the first day of the 5th moon, pending the receipt of further instructions from Peking.

CANTON-HANKOW RAILWAY.

As already reported, Mr. Jeme Tin Yan was selected by the shareholders of the Canton-Hankow Railway Company, at a meeting held a month ago, to be President of the Company in succession to Sir Chun Tung Liang Cheng, resigned. The shareholders have been very insistent in asking Mr. Jeme to return to Canton at an early date to take up the post offered to him. At first the gentleman declined the appointment, but he now seems willing to accede to the request of the shareholders. He sent a telegram to the Canton Provincial Deliberative Council yesterday stating that the sanction of the Ministry of Post and Communications must be first obtained before he can proceed South to take up the position.

INDUSTRIAL FACTORY.

17th June.

The old Government arsenal building at Tsang Pu will be utilised as an industrial factory and the Taotai for the Development of Native Industries, Chan Mong Tsang, has notified to select a large number of boys of the poor classes to be admitted into the proposed institution for training free of charge.

PRISON ESCAPE.

On the 16th instant two prisoners at the Pan Yu Reformatory effected their escape by climbing over the wall. The police are looking for the fugitives but have not yet effected their recapture.

KULANGSU (AMOY) MUNICIPAL COUNCIL.

Minutes of a meeting of the Council, held at the Board Room, on the 31st May, 1910.

Present:—Messrs. W. Kruse (Chairman), J. S. Fenwick, C. Lee, L. Mencarini, L. I. Thomas, and the Secretary.

The minutes of the last meeting are read and confirmed.

A despatch is read from the Senior Consul, on behalf of the Consular Body, notifying that the Council has a legal right, in accordance with the Land Regulations, to prohibit quarrying within the Settlement, and pointing out that to avoid inconvenience the Consular Body is of opinion that the 30th September, 1910, should be appointed as a limit after which no quarrying licences should be issued: further that the Consular Body unanimously agrees to enforce this prohibition of quarrying against their respective nationals.

A despatch is also read from the Consular Body enclosing one from the Taotai at Amoy requesting that quarrying on Kulangsu may be prohibited. The Consular Body asks to be informed what measures the Council intends to take with regard to the Taotai's request.

It is decided to issue a proclamation prohibiting quarrying after the 30th September next, and to inform the Consular Body accordingly.

In reply to a letter from H. J. P. Anderson, applying for leave to blast certain stone on the Anglo-Chinese College property, the Secretary is to inform him that the Council grants him permission providing he takes all necessary precautions to safeguard the public and the adjoining property, but that he must be prepared to abandon such blasting should the Council receive any complaint in regard to same.

The likelihood of a water famine owing to the exceptionally dry season we are experiencing, is discussed, and a letter from the Revd. J. Beattie on the subject is read. As the question arises whether the Council has the power to prevent owners of wells in Kulangsu from selling their water to people in Amoy and elsewhere, or using it for other than domestic purposes, it is decided to refer the matter to the Consular Body for an expression of their opinion.

An application from Dr. Bonthius, of the Hope Hospital, to erect an engine house, is submitted and granted.

Mr. Thomas proposes, seconded by Mr. Lee, that arrangements be made for obtaining the temporary services of an expert to advise the Council on the questions of (1) a survey, (2) waterworks and (3) a main drainage scheme. Carried unanimously.

The Capt. Supt. reports that the following cases have been dealt with at the Mixed Court since the last meeting:—Summonses: Encroaching on land 1, Obstructing the public drains 2, Committing a nuisance 2, Throwing rubbish, &c. into the public drains 2, Assault 2, Debt 1, Non-payment of quarry licence 2, Illegally selling land 2. Summary Arrests: Assault 2.

(Signed) W. KRUSE,
Chairman.

By order,
C. Berkeley Mitchell,
Secretary.

HOUSE COLLAPSE AT MACAO.

INMATES SERIOUSLY INJURED.

An accident, which may have fatal results, is reported from Macao. In broad daylight yesterday a two-storey Chinese building in Praia Manduco, in front of the Sepoy Quarters, near the Harbour Office, suddenly collapsed without any warning. What makes the occurrence the more remarkable is the fact that the building, to all outward appearance, was perfectly sound and there was not the faintest indication to give rise to suspicion that it was in danger of collapsing as it did so suddenly yesterday.

One Chinese woman and two children, who had no time to make good their escape, were entombed under the *debris*. As soon as the accident became known the Indian soldiers, quartered in the near-by barracks, and the European police at once repaired to the scene of the occurrence to render assistance. When the woman and children were recovered from under the heap of wreckage they were found to be seriously injured.

BRITISH FLEET LEADS WORLD'S NAVIES.

PREDOMINANCE IN ALL MODERN TYPES.

The second Admiralty return of the fleet of the world, in the form requested by Sir Charles Dilke, and omitting all battleships and armored cruisers over 20 years of age, was issued yesterday. British predominance is shown by the following remarkable figures:

BATTLESHIPS

	Built.	Building.
Great Britian	56	9
Germany	33	8
United States	30	4
France	17	6
Japan	14	3
Italy	10	2
Russia	7	8

ARMORED CRUISERS.

	Built.	Building.
Great Britain	38	3
Germany	9	3
United States	15	—
France	20	2
Japan	12	—
Italy	8	2
Russia	4	2

The British figures include the Dreadnoughts; the Dreadnought cruisers, (Indefatigables), and the types of battleship and armored cruiser immediately preceding them, held by many men of competent opinion to be fit to meet the later vessels in the battle. No Power except Great Britain has at present any Dreadnought cruisers in commission.

In other classes of war vessel the relative position stands:

	Armoured Cruisers.	Destroyers.	Submarines.
Great Britain	71	150	63
Germany	44	86	8
United States	26	25	18
France	22	60	56
Japan	25	58	9
Italy	14	21	7
Russia	11	97	30

Of the new type of torpedo boats with an armament of two 12-pounders and three torpedo tubes, Great Britain has 36, but the other countries are unrepresented in this class. Of the general class of torpedo-boats, Great Britain has 80, France 246, Russia 61, Germany 82, Italy 56, the United States 30, and Japan 69.

SANITARY BOARD.

A meeting of the Sanitary Board will take place on Tuesday next at 3.45 p.m. The following items are included in the orders of the day:—

Minute by the Head of the Sanitary Department relative to converting the Des Voeux Road market into a store for dust and water carts.

List of legal proceedings taken by this Department against persons for breaches of the Public Health and Buildings Ordinance 1903-1909 for the month of May, 1910.

Plan of the proposed classification of stalls for the New Kowloon Market.

Correspondence relative to a public latrine in Gillies Avenue, Hung Hom.

Application for permission to erect 6 water closets, 1 trough closet and 3 urinal ranges at No. 70 Des Voeux Road Central.

Application for permission to use the ground floor of No. 17 Queen's Road East for the storage of flour and other materials.

Further correspondence relative to the carrying on of an offensive trade at No. 9 Clarence Terrace.

EDINBURGH WORLD MISSIONARY CONFERENCE.

A prayer meeting will be held at St. Paul's College on Monday, 20th inst. at 5.30 p.m. The Right Reverend the Bishop of Victoria will conduct the meeting and special reference will be made to the above Conference. All interested in the spread of the Gospel throughout the world are invited to attend.

A COMMITTEE has been formed at Naples to raise funds for the erection of a monument in memory of the late King Edward. It is probable that similar steps will be taken in other Italian towns.

THE attention of the Army Council has been drawn to the circulation of forgeries of the parchment certificates of character of soldiers on discharge from the Army and the Reserve. The authorised forms are invariably printed on parchment and bear the printers' press mark "H. W. V." with the date and numbers printed. This mark is absent on those forgeries which have come under notice.

THE rice exporting firms at Saigon are in a bad way, according to the *Avenir du Tonkin*. All the rice mills are now in the hands of Chinese, who fix their own terms on the European dealers who handle the grain. The other day, these firms turned and combined to do away with the established custom under which the lion's share of the rice trade profits went to Chinese millers and brokers. But the Chinese stood firm and insisted on old custom. The European exporters failed to hold together, and the Chinese again triumphed.

COMMERCIAL.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadoorie & Co. write on 17th inst.:—

Although prices continue low and show little change there has been more activity displayed in our local market than for some time past, several stocks having been in good demand.

Rubbers.—The market advanced smartly in London at the end of last week but has since relapsed and rules quiet but steady with small business to report. Para Rubber comes 10/2 per lb.

Banks.—Hongkong and Shanghai Banks have been ruling very firm, nothing under $940 being obtainable, and at this price buyers prevail. According to latest telegraphic advices, the price at Home is £89 10/-. A small sale of Nationals is reported at $76.

Marine Insurances.—Cantons have changed hands at $177½ and might still be had. Several sales of Unions at $820 have been effected. North Chinas are in demand at $110. Yangtszes are unchanged at $195 and could probably be placed at the rate.

Fire Insurances.—China Fires have been dealt in at $114, $114½ and $115, closing with buyers at the latter rate. Hongkong Fires are still in request and $348 is now offered.

Shipping.—Hongkong, Canton and Macao Steamboats have appreciated considerably, the market closing with buyers at $31, after sales at various rates. It is reported that a pool has been formed with the Chinese, which will have the effect of raising rates. Indo-Chinas have again been the medium of a fair business but shares continue to come out and as low as $66 has been accepted, the market closing with sellers at $68. Douglas Steamships are slightly easier and might be had at $32. China Manilas remain on offer at $7. Star Ferries both old and new, are inquired for. The opening of the Railway next month will undoubtedly benefit the Company owing to the increase in the traffic, which is bound to come. Shell Transports have been ruling rather weak during the week, but there are buyers in the neighbourhood of 92/-.

Refineries.—China Sugars opened weak and for no apparent reason dropped as low as $161. A strong demand has however since set in and shares are difficult to obtain. The closing quotation is $165 buyers. Luzons are without business.

Mining.—Raubs are obtainable at $7½. Chinese Engineering and Mining Co. are quiet at Tls. 17½. Oriental Consolidateds have risen to 38/-. Headwaters are asked for at P. 10.

Docks, Wharves, and Godowns.—Hongkong and Whampoa Docks continue neglected and as low as $55 has been accepted. Shanghai Docks are unchanged at Tls. 78. Kowloon Wharves are on offer at $38, while Shanghai and Hongkew Wharves have receded to some extent and Tls. 118 is the best price offering.

Lands, Hotels and Buildings.—Hongkong Lands have further weakened and with a firm offer could possibly be procured at par. Kowloon Lands have improved to $32. Humphreys have again been sold at $8½. Shanghai Lands have changed hands in the North at Tls. 107. Hongkong Hotels are offering at $107½ for the old and $33 for the new shares.

Cotton Mills.—Ewos are telegraphed as sellers at Tls. 127. Other Northern mills according to mail advices have weakened and are as follows:—Laou Kung Mows Tls. 70, Internationals Tls. 62, and Soy Chees Tls. 235. Hongkong Cottons have sellers at $6½.

Miscellaneous.—Green Islands as usual have been dealt in freely and close with sellers at $7½. China Providents are offering at $8¾, after sales at $8½. Hongkong Electrics are inquired for at $19 and China Lights are obtainable at $1½. Dairy Farms have found buyers at the enhanced price of $19½. Watsons are in demand at $6½. The Steam Laundry Company have issued a good report, and can now be placed at $5½; after writing over $6,000 off their plant, they have raised the dividend to 10%. Ropes are still on the market and can be had at $21. South China Morning Posts are asked for at par, but shares are not forthcoming. Langkats, after deducting the second dividend of Tls. 12½ just paid, are quoted at Tls. 1,430 and Sumatras at Tls. 270.

Rubbers.—Rubber Trusts have been the medium of business at various rates between 48/6 and 56/6 premium, and Castlefields between 132/6 and 137/6. United Serdangs have been done at 137/6 to 147/6, and London Asiatics at 16/6 to 17/9. Kamunings have been sold by London at 10/6 premium, and Duffs at 26/6. London Ventures have found buyers at 7/6, and Valambrosas at 5/6. In Singapore stocks small business has been done. Glenealys have been rather a feature and a considerable number have been sold locally and to the South at and about $3 (Straits).

Exchange.—The Bank's selling rate on London is 1/9 9/16 on demand and the T. T. rate on Shanghai is 74⅞.

June 18th, 1.00 p.m.

The following quotations for rubber shares, by wire, are supplied by Messrs. E. S. Kadoorie & Co.:—

Allagars	6/6
Anglo-Javas	—
Anglo-Malays	28/6
Balgownies	—
Batu Tigas	—
Bertams	—
Bukit Kajangs (pp.)	—
Bukit Rajahs	—
Carey Uniteds	25/- prem.
Castlefields	135/-
Changkat Serdangs	—
Cheras	—
Damansaras	167/6
Eastern Internationals	35/- prem.
Fed. Selangors	—
Glenealys	53
Glenshiels	—
Golcondas	150/-
Golden Hopes	—
Highlands and Lowlands	P/9
Indragiris	$35
Inch Kenneths	—
Jeqnies	—
Jonglandors	—
Kamunings	8/3 prem.
Kuala Lumpors	185/-
Lanadrons (fully paid)	—
Lanadrons (ppd.)	—
Labus	—
Ledburys	92/6
Linggis	58/6
London Asiatics	15/3
London Ventures	7/-
Merlimaus	—
Pajams	$16½
Pegohs	$43
Rubber Trusts	47/6 prem.
Saggas	—
Sandycrofts	$39
Sapongs	—
Seafields	—
Sekongs	31/6 prem.
Shelfords	70/-
Singapore & Johores	$20
Sumatra Paras	13/-
Sungei Chobs	117/6
Sungei Kapars	17/3
Tandjongs	55/- prem.
Tangkahs	22/3 prem.
Toerangie	5/- prem nom.
Ulu Rantu	—
United Serdangs	130/-
United Singapores	$3
United Sumatras	10/6
United Langkats	—
Para Rubber	9/9 per lb.

YOKOHAMA SPECIE BANK IN MANCHURIA.

As already announced, the Yokohama Specie Bank has been appointed by the Government to finance Japanese business in Manchuria. The bank has decided to open operations on the 1st proximo and to advance money to a total not exceeding ¥3,000,000. Baron Takahashi, president of the bank, left Kobe on the 5th instant by the *Tetsuwi-maru* for Dairen. We learn from Japanese papers that Baron Takahashi is to call a meeting at Dairen of the managers of the Antung, Changchung, Tieling, Mukden, Liaoyang, Newchwang, Dairen, and Port Arthur branches of the bank, to inquire into the condition of business in Manchuria, and to give instructions relating to the proposed extension of the bank's business. The Dairen branch has been appointed the general office in Manchuria, and foreign bills of exchange have been issued at that office. So far the rate of exchange on London has been sent from Shanghai to Newchwang and the Newchwang branch has been working as general office. Now that telegraphic communication has been opened between Dairen and Chefoo, however, the rate of exchange on London can be had at Dairen, and the Dairen branch is accordingly to be made the general office both in name and reality. The advancing of money from the 1st proximo is to be controlled by the Dairen office, all other branches acting as intermediaries.—*Japan Chronicle.*

Events Coming.

Tuesday, 21st June.
Sanitary Board meeting, 3.45 p.m.

To-day's Advertisements.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of

12 DAYS YOKOHAMA TO VANCOUVER 21 DAYS HONGKONG TO VANCOUVER

SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c.
(Subject to alteration).
Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF CHINA" SATURDAY, JUNE 25TH.	"ALLAN LINE" FRIDAY, JULY 22ND.
"EMPRESS OF INDIA" SATURDAY, JULY 16TH.	"EMPRESS OF IRELAND" FRIDAY, AUGUST 12TH.
"MONTEAGLE" TUESDAY, AUGUST 16TH.	.....
"EMPRESS OF JAPAN" SATURDAY, AUGUST 6TH.	"ALLAN LINE" FRIDAY, SEPT. 2ND.
"EMPRESS OF CHINA" SATURDAY, AUGUST 27TH	"EMPRESS OF IRELAND" FRIDAY, SEPT. 23RD.
"EMPRESS OF INDIA" SATURDAY, SEPT. 17TH.	"ALLAN LINE" FRIDAY, OCT. 14TH.

"Empress" Steamers will depart from Hongkong at 6 p.m.
"Monteagle" " " " 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line) £71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest *en route*.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port .....£43.
Via New York .....£45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. CRADDOCK, General Traffic Agent,
12] Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG,—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI via SWATOW	*HANGSANG*†	TUESDAY, 21st June, Noon.
S'GAPORE, PENANG & CALCUTTA	*LAISANG**	TUESDAY, 21st June, Noon.
MANILA	*LOONGSANG**	FRIDAY, 24th June, 4 P.M.
SHANGHAI, KOBE & MOJI	*NAMSANG*†	FRIDAY, 1st July, Noon
MANILA	*YUENSANG**	FRIDAY, 1st July, 4 P.M.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kutsang*, *Namsang* and *Fookseng* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.,
General Managers.

Telephone No. 215.
Hongkong, 18th June, 1910. [8

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.		To Sail.
SHANGHAI	"CHINHUA"	19th	June Daylight.
MANILA	"TEAN"	21st.	" 3 P.M.
SHANGHAI	"CHENAN"	23rd	" 4 P.M.
SWATOW, TSINGTAU, CHEFOO & TIENTSIN	"HUICHOW"	23rd.	" 4 P.M.
MANILA, ZAMBOANGA & AUSTRALIA	"TAIYUAN"	25th	" 4 P.M.
SHANGHAI	"LINAN"	26th	" Daylight.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chenan*, *Linan*, *Chinhua*,)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo in through Bills of Lading to all Yangtsze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares:—$45 single, $80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE,
AGENTS.

Telephone No. 36.
Hongkong, 18th June, 1910. [9

HONGKONG—MANILA.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons	Captain.	For	Sailing Date.
RUBI	2540	A. Fraser	MANILA	SATURDAY, 25th June, at Noon.
LAFIRO	2540	R. Rodger	"	SATURDAY, 2nd July, at Noon.

For Freight or Passage, apply to SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 18th June, 1910. [11

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration.)

TRANS-PACIFIC SERVICE,

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,
AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,
(The only direct train service, without transhipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA	"PANAMA MARU" Capt. T. Ogata	6,051	WED'DAY, 29th June, at Noon.
TACOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA	"SEATTLE MARU" Capt. T. Saito	6,182	WED'DAY, 13th July, at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE,

For	Steamers	Leaves
TASMUI v. SWATOW & AMOY. ANPING via SWATOW and AMOY	"DAIGI MARU" Captain H. Murayama... "JOSHIN MARU" Captain Y. Yamamoto...	SUNDAY, 19th June, at 10 A.M. WEDNESDAY, 22nd June, at 10 A.M.
SHANGHAI via SWATOW, AMOY and FOOCHOW	"BUJUN MARU" Captain ——	THURSDAY, 23rd June, at 10 A.M.

Special Reduction of 20 % will be allowed to 1st and 2nd Class passengers to Shanghai in connection with the Nanking Exposition from June 1st, 1910.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

Hongkong, 16th June, 1910. [6

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.		SAILING DATES. 1909
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	KAMO MARU, Capt. F. L. Sommer,	Tons 9000	WEDNESDAY, 22nd June, at Daylight.
	AKI MARU, Capt. K. Homma,	Tons 7000	WEDNESDAY, 6th July, at Daylight.
	MISHIMA MARU, Capt. A. E. Moses,	Tons 9000	WEDNESDAY, 20th July, at Daylight.
VICTORIA, B.C., & SEATTLE	§ SADO MARU, Capt. S. Hirotdhai,	Tons 7000	SATURDAY, 16th July From KOBE.
VICTORIA, B.C., & SEATTLE v. KEELUNG, SHANGHAI, MOJI, KOBE YOKKAICHI, SHIMIZU & YOKOHAMA	§ AWA MARU, Capt. S. Ishikawa,	Tons 7000	TUESDAY, 21st June, at 4 P.M.
	§ INABA MARU, Capt. K. Kawara,	Tons 7000	TUESDAY, 19th July, at 4 P.M.
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	YAWATA MARU, Capt. T. Sekine,	Tons 5000	FRIDAY, 8th July, at Noon.
	NIKKO MARU, Capt. M. Yagi,	Tons 6000	FRIDAY, 5th August, Noon.
BOMBAY, VIA SINGAPORE AND COLOMBO	* TOSA MARU, Capt. Y. Nomura,	Tons 6000	TUESDAY, 28th June.
SHANGHAI, MOJI & KOBE	‡ CEYLON MARU, Capt. A. Mocker,	Tons 6000	WEDNESDAY, 22nd June, P.M.
KOBE and YOKOHAMA	KAGA MARU, Capt. M. Hagino,	Tons 7000	THURSDAY, 23rd June, at 4 P.M.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU, Capt. M. Yagi,	Tons 6000	WEDNESDAY, 6th July, at Noon.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG and JAPAN PORTS.

COMMENCING AKI MARU 30TH MAY, ENDING 30TH SEPTEMBER, 1910.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

	YOKOHAMA RETURN.	KOBE RETURN.	MOJI RETURN.	NAGASAKI RETURN.
1st Class	$120	$110	$100	$90
2nd "	$ 80	$ 70	$ 60	$50

With option of rail between calling ports in Japan.

§ Fitted with new system of wireless telegraphy. ‡ Cargo only. * Carries deck passengers

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,
Manager. [1

Shipping—Steamers

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship "DENBIGHSHIRE," Captain Barrett, will be despatched as above or about 22nd inst.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LD., Agents.

Hongkong, 11th June, 1910. [435

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship "BRECONSHIRE," Captain Tomlinson, will be despatched as above on 25th June.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 17th June, 1910. [410

"INVER" LINE OF STEAMERS LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship "INVERCLYDE," Captain Alexander, will be despatched as above on 25th June.

For Freight apply to JARDINE, MATHESON & CO., LTD. Agents.

Hongkong, 6th June, 1910. [427

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship "EASTERN," Captain McArthur, will be despatched as above on MONDAY, the 27th inst., at Noon.

This well-known Steamer is especially fitted for passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 6th June, 1910. [426

HONGKONG-BOSTON AND NEW YORK.

AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast).

"INDRASAMHA," on or about TUESDAY, 30th June.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Agents.

Hongkong, 11th June, 1910. [434

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, VANCOUVER, B.C., TACOMA AND SEATTLE VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer	Tons.	Captain.	On or about
Kumeric	6,232	J. Mathie	1910 5th July
Aymeric	4,363	J. Boyd	20th July

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings.
Hongkong, 14th June, 1910. [11

Shipping—Steamer.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship "ARCADIA," Captain S. Barcham, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 25th June, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Malwa*, 10,883 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Arabia*, due in London on 7th August, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to R. A. HEWETT, Superintendent.

Hongkong, 13th June 1910. [4

Consignees.

FROM EUROPE.

THE H. A. L. Steamship "ARABIA," Captain Neumann, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th instant, at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo:—
Ex s.s. *Hamburg*, from Göteberg.
Ex s.s. *Dorsac*, from Bordeaux.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 14th June, 1910. [437

FROM EUROPE.

THE H.A.L. Steamship "KOWLOON," Captain Enigk, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 20th inst., will be subject to rent.

All broken, chafed and damaged Goods must be left in the Godowns, where they will be examined on the 21st inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

THIS STEAMER BRINGS ON CARGO:—
Ex s.s. *Saft* from Setubal.
Ex s.s. *Norge* from Göteberg.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 15th June, 1910. [439

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "ROON," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd of June, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd of June, at 9.30 A.M.

All Claims must reach us before the 26th of June, 1910, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

THIS STEAMER BRINGS CARGO
Ex S.S. *Theseus* from Smyrna.

NORDDEUTSCHER LLOYD, MELCHERS & Co., General Agents.

Hongkong, 16th June, 1910. [7

Consignee.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SOMALI,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 22nd inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 15th June, 1910. [4

RUBBER ESTATE RETURNS.

	April	May	Total.
Allagar	2,400	3,100	11,400
Alor Pongsu	1,150	—	1,150
Alma	600	600	1,200
Anglo Malay	48,839	47,953	248,983
Ayer Kuning	173	—	833
Balgownie	8,673	9,778	42,782
Banteng	1,381	1,716	7,126
Batu Caves	10,952	—	30,787
Batu Tiga	6,123	6,612	29,802
Bertam	10,000	—	42,088
Beverlac	—	8,943	—
Bikam	—	785	—
Bukit Kajang	3,251	3,824	12,761
Bukit Rajah	30,960	—	146,333
Bukit Lintang	3,000	3,320	13,670
Carey United	7,700	12,000	39,250
Castlefield	2,700	3,030	14,042
Changkat Serdang	3,093	3,003	12,599
Changkat Salak	—	901	1,441
Cicely	9,450	—	37,631
Consolidated Malay	21,855	—	90,041
Caledonia	—	17,687	68,447
Damansara	23,317	—	77,998
Edinburgh	5,600	6,400	29,350
Federated (S'gor)	8,595	—	38,401
F.M.S. Rubber	29,330	31,870	292,577
Gedong	—	13,500	37,500
Glenealy	2,045	1,621	7,850
Glenshiel	2,316	3,110	11,235
Golden Hope	6,836	5,877	24,960
Golconda	11,802	—	45,538
Harpenden	6,485	—	18,130
High. & Lowlands	42,265	38,648	212,086
Inch Kenneth	12,646	14,428	64,537
Jugra	7,170	9,671	25,272
Jebong	—	18,500	82,840
Kapar Para	10,611	—	36,985
Kamuning	6,293	7,171	31,805
Kempsey	2,043	—	9,195
Kepong	2,425	—	7,784
Kota Tinggi	564	—	—
Kuala Klang	1,759	—	6,665
Krian Rub. Est.	2,410	—	8,183
Kuala Lumpur	38,600	38,[illegible]	211,410
Labu	14,720	17,185	60,224
Lanadron	29,808	37,178	143,918
Ledbury	8,234	9,609	42,463
Linggi	60,500	62,500	302,000
London Asiatic	9,574	12,656	48,548
Malacca Plant	24,000	21,000	116,000
Merton	1,788	1,761	3,549
North Hummock	4,559	5,189	23,785
Nova Scotia	—	8,480	24,530
Pajam	2,300	2,400	9,050
Patalling	28,144	27,057	124,301
Pegoh	3,400	—	11,285
Perak Plant	—	—	28,212
Port Dickson	582	—	2,258
Rembia	975	—	3,481
Ribu Rubber	4,396	5,623	24,637
Rubana	—	10,000	43,220
Ratanui	1,122	1,490	5,120
R'ber Growers Assn.	2,043	2,404	11,599
Sengat	5,593	6,005	26,025
Selaba	5,025	5,786	20,734
Sungei Choh	3,300	3,930	16,780
Sungei Kapar	14,300	—	67,300
Sandycroft	5,000	—	27,566
Seafield	11,120	—	44,047
Selangor	34,385	—	135,882
Seremban	31,445	31,516	142,508
Senawang	4,305	6,000	19,904
Shelford	5,800	—	21,500
S'pore & Johore	8,156	10,056	41,091
Singapore Para	5,300	4,950	23,750
Straits Rubber	29,000	21,980	121,480
Sungei Salak	2,435	2,103	9,309
Tali Ayer	—	12,200	43,700
Trafalgar	170	260	530
Trong	—	—	2,160
United Singapore	1,300	1,420	4,880
Vallambrosa	30,000	—	120,337

[All totals are calculated for the calendar year instead of the financial year, which differs with many companies. Managers of Estates, returns for which in above list are incomplete, will help to make the list more useful if they will kindly fill in the gaps.]

REFORMS DOCK.

HONGKONG AND WHAMPOA DOCKS.

John Prentice ... at Kowloon Dock
Gloria ,, ,, ,,
Baris Bandjer ,, ,, ,,
H.M.S. Whiting ,, ,, ,,
Chowfa ,, ,, ,,
Hoangho ,, ,, ,,

TAIKOO DOCKS.

Tai On ... at Quarry Bay Docks
Binh Thuan ,, ,, ,,
Kwong Yuen ,, ,, ,,
Union ,, ,, ,,
Anhui ,, ,, ,,
Mecca ,, ,, ,,

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	1/9⅝
Do. demand	1/9 9/16
Do. 4 months' sight	1/9 13/16
France—Bank T.T.	2.26½
America—Bank T.T.	43⅞
Germany—Bank T.T.	1.83½
India T.T.	135
Do. demand	135¼
Shanghai—Bank T.T.	74¼
Singapore—Bank T.T. per H.K. $100	76½
Japan—Bank T.T.	88
Java—Bank T.T.	107½

Buying.

4 months' sight L/C	1/9⅞
6 months' sight L/C	1/10
30 days' sight San F'co & New York	44½
4 months' sight do.	45½
30 days' sight Sydney & Melbourne	1/10⅛
4 months' sight France	2.30½
6 months' sight ,,	2.32½
4 months' sight Germany	1.88
Bar Silver	24 11/16
Bank of England rate	3 %
Sovereign	$11.13

SHIPPING AND MAILS

MAILS DUE.

English (*Delta*) 22nd inst., 6 a.m.
American (*Mongolia*) 24th inst.
Indian (*Namsang*) 26th inst.
American (*Tenyo Maru*) 27th inst.
American (*Korea*) 4th prox.

The s.s. *Rubi* left Manila on 18th inst., and is due here on 20th inst., at 3 p.m.

The P. & O. S. N. Co.'s s.s. *Java* is expected to arrive at Penang on 22nd inst., at 5 a.m.

The C. P. R. Co.'s s.s. *Empress of India* left Vancouver on 15th inst., a.m., for Hongkong via usual ports of call.

The Apcar Co.'s s.s. *Catherine Apcar* from Calcutta left Singapore yesterday afternoon, and may be expected here on 23rd inst.

The P. & O. S. N. Co.'s s.s. *Delta* left Singapore for this port on 17th inst., at 6 p.m., with the outward English Mails, and is due here on 22nd inst. at 6 a.m.

THE WEATHER.

On the 18th at 11.55 a.—The barometer has risen moderately in Japan, and fallen a like amount on the E. and N.E. coasts of China.

A depression, which is probably moving Eastwards, has appeared over China to the North of the Yangtze valley.

Pressure remains high over the Pacific to the E. of Bonins and Japan, and in moderate excess of the normal also over the northern shores of the China Sea.

Moderate to fresh S. winds may be expected in the Formosa Channel and along the S. coast of China.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST.

1.—Hongkong and Neighbourhood, S. winds, moderate; fair.

2.—Formosa Channel, S. wind, fresh.

3.—South coast of China between Hongkong and Lamocks, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

Shipping.

Arrivals.

Bangkok, Ger. s.s., 1,237, F. Nicolaisen, 18th June—Bangkok 10th June Rice and Meal—Yuen Fat Hong.

Wuhu, Br. s.s., Tucker, 18th June—Saigon 14th June Rice.—B. & S.

Arratoon Apcar, Br. s.s., 2,931, D. Thomas, 18th June—Kobe 11th June and Moji 13th Gen.—D. S. & Co. Ld.

Mandasan Maru, Jap s.s., 3,145, K. Shimidzu, 18th June—Miike 12th June Coal.—M. B. K.

Valdma, Br. s.s., 3,494, McDougall, 18th June—Moji 12th June Coals.—M. B. K.

Chinhua, Br. s.s., 1,350, A. S. Harris, 18th June—Canton 17th June Gen.—B. & S.

Soshu Maru, Jap. s.s., 1,109, Y. Yamamoto, 18th June—Swatow 17th June Gen.—O. S. K.

Clearances at the Harbour Office.

Landrat Scheiff, for Swatow.
Benarty, for Bangkok.
Manshu Maru, for Moji.
Daigi Maru, for Swatow
Chipshing, for Swatow.
Asia, for Keelung.
Suveric, for Keelung.
Shantung, for Swatow.
Chinhua, for Shanghai.

Departures.

June 17.

Tamsui, for Swatow.
Kaifong, for Iloilo.
Hsiehow, for Canton.
Prins Sigismund, for Australian Ports.
Idomeneus, for Singapore.
Mathilde, for Haiphong.
Manshu Maru, for Moji.
Suveric, for Tacoma.
Asia, for San Francisco.
Zafiro, for Manila.
Hongkong, for Haiphong.
Chipshing, for Tientsin.
Fri, for Newchwang.

Passengers arrived.

Per *A. Apcar*, from Kobe and Moji—Mr. and Mrs. Langley and 2 children.

Passengers departed.

Per *Haitan*, for Swatow—Messrs. Lam Hin Chi, Hung Shin Ng, Yeang Tsz Deng, Kaulbayashin Ogata, A. Waite and Mrs. Merlin. For Amoy—Mrs. Harthey, Mr. and Mrs Yap Mets Sang, Messrs. I. Marko, Ng Tak Shou and Wong Woon Choy. For Foochow—Mr. C. N. G. Walker, Rev. Iosi Vatts, and Capt. G. B. McKenzie.

Per *Zafiro*, for Manila—Messrs. Dean Avery, J. P. Loader, J. Madrina, C. and A. Sevilla, H. Takabayashi, H. Oishi, So Lieng Kwai, Wong Yue, Wong Wing, Chan Kam, Lin Jan, Lyon, Ng Su, Ng Cho, Ng Chung Sin, Ng Ko, Ng Ah Chan, Ng Yun, O. Murray, So Ho Foo, Si To Yuet, L. Bradway, T. J. Whitman, S. Wagner, G. Henriqs, Jun Lerbsen, G. H. Allen.

Per *Roon*, for Shanghai—Hon. P. G. Scarlett, Messrs. R. Crookenden, R. Davison, E. W. Adams, J. C. Chesor, M. V. Patel, S. E. Ismail, E. Woel, Voyl, Tong Yat Chee, W. Patel, Miss A. Darell, Mrs. S. Arita, Mrs. W. Ito, Mrs. Boyne, Mrs. O. A. Allen, and Dr. G. A. Hoffmann. For Nagasaki—Mr. Kawamoto and party. For Kobe—Mr. Nakamura. For Yokohama—Mrs. Johan Kwan.

Per *Prins Sigismund*, for Sydney—Mr. E. Bauer, Mrs. H. Bastubbe, Messrs. E. Best, R. M. Bewick, E. Bong, Buzscoff, T. Bilbe, H. M. Clark, Rev. B. Drescher, Sister Valeria Ditzen, Mr. J. McDowell, Rev. Jas. Erdweg, Mr. O. Frauendorff, Rev. J. Galler, Mr. Haake, Sister W. Hasselmann, Mr. A. Helmsoth, Rev. M. Hergesheimer, Messrs. B. Jahn, Jelitto, Mr. and Miss Kiss, Messrs Geo. P. Lammert, W. Leonhard, Mr. and Mrs. Mackin, Mr. C. Machens, Mr. and Mrs. Mayet, Mr. and Mrs. Miller, John Persico, Mrs. A. Reich, Miss Samuels, Mr. O. Schwarz, Mrs. F. Skinner, Messrs. E. A. Slee, N. Sondheimer, O. Spitzer, Rev. J. Stigler, Mr. E. A. Webber and family, Rev. F. Weddeling and Mr. and Mrs. Whitemore-Preston.

Per *Asia*, for San Francisco—John S. Lawler, Mrs. G. M. Adair, Messrs. H. Smith, R. J. Ross, Rev. and Mrs. J. B. Dunlap, Miss Ella Morrison, Mrs. S. J. Smith, Miss M. Saunders, Messrs. J. A. Baker, Wong Gong Dong, Mrs. Shee, Messrs. J. W. Sisk, Y. Yanagi, L. A. Dreyfus, J. F. O'Neil, P. A. Ross, Mr. & Mrs. W. Moy, W. S. Atkinson, Mr. and Mrs. L. A. Ming, Mrs. Jung, Miss M. Atwood, Mrs. O. Campbell, Master W. Campbell, Misses Ela Campbell, Esther Campbell, Bertha Campbell, Messrs. H. O. Haynor, Mr. and Mrs. W. F. Fishinghaus, Mrs. John Howe, Messrs. E. S. Turner, A. S. Coffin, J. L. Beach, W. P. Wylie, Hellins, T. D. Crittenden, Hellins, T. D. Pease, H. Dangu, H. L. Smith, W. B. Robinson, and Mrs. M. Gonett.

VESSELS IN PORT.

STEAMERS.

Aline Woermann, Br. s.s., 1,449, J. D. Martin, 7th June—Saigon 2nd June Rice Gen.—Chinese.

Awa Maru, Jap. s.s., 3,912, S. Ishikawa, 12th June—Seattle 21st June Flour, Cottonyarn and Gen.—N. Y. K.

Benarty Br. s.s., 2,510, W. Hastie, 11th 9th June—Moji 5th June Coal.—G. L. & Co.

Borneo, Ger. s.s., 1,344, F. Sembill, 16th June—Sandakan 11th June Timber and Gen.—M. & Co.

Chowfa, Ger. s.s., 1,055, F. Schmitz, 14th June—Bangkok and Hoihow 6th June Rice.—B. & S.

Daigi Maru, Jap. s.s., 864, H. Murayama, 16th June—Swatow 15th June Tea and Sundries.—O. S. K.

Empress of China, Br. 3,046, W. Davison, R.N.R., 16th June—Vancouver, B.C. 26th May Gen.—C. P. R. Co.

Halmun, Fr. s.s., 636, E. de Catalano, 7th June—Haiphong 4th June Rice and Gen.—M. M. Co.

Haldis, Nor. s.s., 1,065, Gibr. Selberg 17th June—from Bangkok Rice.—Aagaard Thoresen & Co.

Hongkong Maru, Jap. 3,417, S. Togo 11th June—Moji 24th M'dise, Coal.—T. K. K.

Hue, Fr. s.s., 742, Panier, 8th May—Haiphong 5th May Gen.—M. & Co.

Kaifuku Maru, Jap. s.s., 3,070, S. Suda, 15th June—Moji 9th June Coal.—Mitsu Bishi.

Laertes, Br. s.s., 1,340, H. C. D. Frampton, 12th June—Saigon 7th June Rice and Gen.—Wo Fat Sing.

Landrat Scheiff, Ger. s.s., 1,011, A. Strune, 16th June Bangkok and Swatow 8th June Rice.—S. & Co.

Laisang, Br. s.s., 2,225, E. J. Tadd, 10th June—Singapore 7th June Gen.—J., M. & Co.

Michael Jebsen, Ger. s.s., 957, J. Petersen, 13th June—Saigon 9th June Rice, Paddy and Salt Fish.—J. & Co.

Persia, Aust. s.s., 3,779, P. Guergevich, 17th June—Trieste 27th June Gen.—S., W. & Co.

Pongtong, Ger. s.s., 997, W. Böteführ, 16th June—Bangkok 10th June Rice.—B. & S.

Quarta, Ger. s.s., 1,145, H. Madsen, 11th June—Macassar 3rd June Sugar and Gen.—J. C. J. L.

Rajaburi, Ger. s.s., 1,189, H. Bremer, 16th June—Bangkok 10th June Rice and Wood.—M. & Co.

Samsen, Ger. s.s., 998, K. Petersen, 16th June—Swatow 15th June Rice.—B. & S.

Spir, Nor. s.s., 871, H. C. Solum, 15th June—Saigon 12th June Gen.—Aagaard, Thoresen & Co.

Shantung, Br. s.s., 1,000, H. Oldmann, 16th June—Bangkok 8th June and K'chang 9th Rice.—B. & S.

Singora, Ger. s.s., 1,120, Fr. Minkwitz 8th June—Bangkok 31st May Rice.—B. & S.

Tean, Br. s.s., 1,346, A. W. Outerbridge, 17th June—Manila 14th June Gen.—B. & S.

Tsurugisan Maru, Jap. s.s., 2,060, Awoki, 14th June—Miike 8th June Coal.—M. B. K.

Venetia, Br. s.s., 2,333, H. E. Pardon, 17th June—Moji 11th June Coal.—Order.

Victoria, Swed. s.s., 980, Thos Eckert, 12th June—Saigon 8th June Rice and Meal.—Wallem & Co.

SAILING VESSEL.

Arrow, Br. 4-masted barque, 2,072, McIvor 20th May—Anjer 8th April, Oil.—Standard Oil & Co.

Post Office.

☞ Only fully prepaid letters and postcards are transmissible by the Siberian Route to Europe.

☞ Mails from Europe via Siberia:—

Date of Despatch from London...	Date due in Hongkong.	Vessel.
27th & 28th May	To-morrow	*Chenan*

A Mail will close for:—

Shanghai, Kobe and Yokohama—Per *Persia*, 20th June 1 P.M.

Macao—Per *Sui Tai*, 20th June 1.15 P.M.

Swatow, Amoy and Foochow—Per *Haiyang*, 21st June 9 A.M.

Samarang and Sourabaya—Per *Quarta*, 21st June 10 A.M.

Singapore, Penang and Calcutta—Per *Laisang*, 21st June 10 A.M.

Swatow and Shanghai—Per *Hangsang*, 21st June 10 A.M.

Europe, &c., India via Tuticorin—Per *Yarra*, 21st June 11 A.M.

Macao—Per *Sui Tai*, 21st June 1.15 P.M.

Keelung, Shanghai, Moji, Kobe, Yokkaichi, Shimidzu, Yokohama, Victoria and Seattle—Per *Awa Maru*, 21st June 3 P.M.

Manila—Per *Tean*, 21st June 3 P.M.

Singapore, Penang and Colombo —Per *Kamo Maru*, 21st June 5 P.M.

Macao—Per *Sui Tai*, 22nd June 1.15 P.M.

Shanghai—Per *Delta*, 22nd June 3 P.M.

Macao—Per *Sui Tai*, 23rd June 1.15 P.M.

Shanghai—Per *Chenan*, 23rd June 3 P.M.

Swatow, Chefoo and Tientsin—Per *Hsiehow*, 23rd June 3 P.M.

Swatow, Amoy and Foochow—Per *Haiching*, 24th June 9 A.M.

Macao—Per *Sui Tai*, 24th June 1.15 P.M.

Manila—Per *Loongsang*, 24th June 3 P.M.

Manila—Per *Rubi*, 25th June 10 A.M.

Moji, Kobe, Yokohama, Honolulu, Manzanillo, Salina Cruz, Callao, Iquique, Valparaiso and Coronel—Per *Hongkong Maru*, 25th June 10 A.M.

VISITORS AT THE HOTELS.

HONGKONG.

Adams, Mrs. L. S.
Adams, P. R.
Apcar, Mrs. E. M. A. and maid
Backhouse, J. H.
Bunner, Mr. W. C.
Castalorge, M.
Clark, M. O
Cochert, Capt. W.
Dallas, J. F.
Dunrich, A. K.
Elliot, H. R.
Fisher, H. G.
Gaudet, A.
Gordon, F.
Goulbourn, V.
Hall, Capt. T. P.
Held, A. H.
Kendall, E. J.
Kraft, Mr. & Mrs. W. D.
Kraft, Miss R. H.
Launders, J. C.
Leitzen, W.
Lloyd, Mr. G. T.
Loader, J. F. R.
MacDonald, D.
Mandell, B.
Massey, Miss K. A.
Marriott, Dr. O.
McBride, Capt. J.
McHugh, F. E.
McIntosh, G. C.
Menagh, J. E.
Metcalf, The Misses E. H., and S. S.
Milliron, C. J.
Minor, Mrs. J. G.
Morse, H. J.
Moulder, A. B.
Murrell, H.
O'Neill, E. F.
Ray, E. H.
Rodger, R. K.
Schneider, A. W.
Solomon, H. H.
Spalding, R.N., Surgeon and Mrs. A. D.
Spittles, J.
Square, Miss A.
Thompson, Mr. and Mrs. M. L.
Trautschold, W. W.
Waite, A.
Walton, T.
Whitmarsh, A.
Wolf, G.
Wood, G. G.

PEAK.

Aichbutt, Mr.
Alabaster, Mr. & Mrs.
Asay, Mrs.
Aubrey, Dr.
Bayard, Col.
Beandrins, Mrs.
Bell, Capt. and Mrs.
Bowdler, Mrs.
Dodgson, Lt. and Mrs.
Dutton, Mr.
Edwards, Rev. and Mrs.
Ennis, Rev. and Mrs.
Finch, Capt. and Mrs.
Frisk, F. A.
Galloway, Mr. & Mrs. A. D.
Gell, J.
Hancock, Mr. & Mrs. H.
Hazeland, F. A.
Highton, Eng.-Comdr.
Hind, W. B.
Hitchcock, Mr. & Mrs.
Hockaday, W. T.
Hodgins, Mrs.
Hughes, Rev.
Jack, Miss
Jacks, P.
John, Col. St.
Johnson, Dr. and Mrs.
Koblschmidt, Mr. & Mrs.
Koren, E.
Lakin, Mr.
Lander, Lt. Col.
Lawder, Mr. & Mrs. C.
Leask, Mr.
Lis, Mrs. B. de
Lyddon, Capt. & Mrs.
Marmy, V. E. T. de
May, Mr.
Neilson, Mr.
Opisso, Mrs.
Probyn, R.A.M.C., Major
Scarlborough, Mr.
Sinclair, A.
Skott, Mr.
Smith, A. Findlay
Stacpole, Lt.-Col.
Sutherland, Mr.
Thornhill, Rev.
Topp, J. R.
Toylor, Miss
Troing, A. E.
Vooght, Capt.
Vooght, K.
Watts, Mrs. and Mrs. E.
Warning, Capt.
Wheaton, W.
White, Mr. and Mrs.
Worcester, Mr. & Mrs.
Wrigley, Lt. Col. & Mrs

CRAIGIEBURN.

Caldwell, Mr. and Mrs. G. A.
Chinchen, S. J.
Claxton, A. A.
Grant-Smith, E.
Hancock, Lieut. & Mrs.
Jones, Dr. and Mrs. Evan
Lerrige, Mr. and Mrs. George
Kydd, Mr. & Mrs. T. W.
Mohler, Mr. and Mrs.
Pearce, Mr. and Mrs.
Poulsen, H. R.
Smith, Crowther
Sutton, Mr. & Mrs. F.
Smitte, Miss D.
Weigall, Mrs.
Wilson, G. L.
Wood, E. M.

ASTOR HOUSE.

Abraham, E. S.
Aluli, N. W.
Beach, J. H.
Benito, S.
Bernis, J.
Borin, H. W.
Boulic, Mr.
Catalano, E. de
Collien, R. H.
d'Almuda, F.
Davies, W.
Davis, H.
Dodd, Mrs. W. C.
Dodd, Miss L. M.
Dreyfuss, A.
Edwards, J. N.
Ellis, L. G.
Eyre, H.
Gomes, A. J. M. de
Guan, T. K.
Gran, B.
Hamilton, J. C.
Hanley, T.
Harres, J. B.
Henrigue, J. Perez
Heritier, Mme.
Herrera, L. C.
Hoelo, Fan
Hodges, C.
Holt, H. O.
Hughes, Miss E.
Jarzembowski, A. B.
Jones, J. W.
Kelly, L. A.
Lan Tak Chin, Mr.
Lee Lap Gan, Mr.
Leung, H. E.
Lorris, F.
MacRoble, F.
Martin, M.
Maternate, L.
McCoy, C. F.
Menler, D. W.
Ming, L. W.
Mody, N.
Navon, E.
Otero, R.
Pierce, C. D.
Portalser, A.
Powers, Mrs. J. C.
Rosenstock, C. W.
Ross, R. J.
Sisk, J. W.
Smith, H. L.
Steven, O. A.
Swift, Miss G. I.
Swift, Mrs. A. E.
Tam Chong Long, Mr.
Thomas, Mrs. V.
Thomas, A. J.
Wise, A. M.
Wylie, W. P.

	June 17 at 10 a.m.	June 17 at 4 p.m.
Barometer	29.90	29.82
Temperature	86	88
Humidity	69	67
Rainfall	—	—

TO-MORROW.

St. John's Cathedral.

4th Sunday after Trinity: 19th June.

Holy Communion 7.30 a.m.

Matins 11 a.m., Responses: Ferial, Venite: Psalms: of the 19th morning (II), Te Deum: Hopkins in G., Jubilate: Ouseley, Anthem: "Blest are the departed"—Spohr, Preacher: The Bishop of Victoria.

Holy Communion 12.15 p.m., Hymns: 176 and 546.

N.B.—Psalm 95, Verses 1, 6 and G. P. in unison.
,, 97, ,, 1, 4, 10 and 12 ,,

Evensong 5.45 p.m., Responses: Ferial, Psalms: of the 19th evening (I), Magnificat: Hopkins 1st morning, Nunc Dimittis: Wesley, Hymns: 264, 265 and 233 Preacher: Rev. A. D. Stewart, M.A., Voluntaries: "Traumerei"—Schumann, "March"—Guilmant.

N.B.—Psalm 98, verses 1 and 6 in unison.
,, 99, ,, 1, 2 and 9 ,,
,, 101, ,, 1 ,,

St. Andrew's Church, Kowloon.

4th Sunday after Trinity, 19th June.

Morning Service at 11 a.m., and Holy Communion at noon, Sunday School at 10 a.m. Evening Service at 6 p.m. Preacher, the Lord Bishop of the Diocese.

Services on Sundays are:—

Holy Communion on 1st, 3rd and 5th Sundays of the month at noon.

Holy Communion on 2nd and 4th Sundays at 8 a.m.

Morning Service at 11 a.m.

Evening Prayer at 6 p.m.

Peak Church.

Holy Communion, 8 a.m. Every Sunday.

St. Peter's Church.

Queen's Road West.

4th Sunday after Trinity, 19th June.

Matins 11 a.m. Venite; Psalms; Old Melody, Lawes, King, Te Deum; Hayes, Russell, Stainer, Kyrie: Mendelssohn, Hymns; 1, 175, 230 and 521.

Evensong 6.30 p.m., Psalms; Russell, Battishill, Battishill, Hayes, Magnificat; Macfarren, Nunc Dimittis, Felton, Hymns; 55, 176, 311 and 16.

Holy Communion 7.30 p.m.

The Church launch *Dayspring* will call on ships carrying white crews to bring friends ashore to the services between 9.15 and 10.30 a.m., and between 5.15 and 6 p.m., (Kowloon Police Pier, 10.30 and 6 p.m.), returning afterwards. All the sittings are free and unappropriated. Visitors are welcome. Books, etc., provided.

Sunday School 10 to 10.45 a.m.

Roman Catholic Cathedral:—Mass at 6 a.m., 7 a.m., 8 a.m. and 9.30 a.m. Benediction, 5.30 p.m.

German Bethesda Chapel, West Point:—Morning Service, 11 a.m.

St. Francis' Church Wanchai:—Mass (*Chin*). 6 a.m. (*Port.*), 7.30 a.m. Benediction, 5 p.m.

St Joseph's Church, Garden Road:—Morning Service (*English*), 10 a.m.

St Anthony's Chapel West Point:—Mass, 8 a.m.

The Rosary Church Kowloon:—Every Sunday, Mass at 7.30 a.m. and Mass, followed by the Benediction of the Blessed Sacrament, at 9 a.m.

Union Church:—Services, 11 a.m. and 6 p.m.

Steamers Expected.

Vessels	*From*	*Agents*	*Due*
Japan	Calcutta	D. S. & Co	June 19
Tonkin	Singapore	M. M.	June 20
Panama Maru	Manila	O. S. K.	June 21
Poona	Singapore	P. & O. Co	June 21
Delhi	Singapore	P. & O. Co	June 22
Siam	Sabang	M. & Co	June 23
C. Apcar	Singapore	D. S. & Co	June 23
Mongolia	San F'cisco	P. M. Co	June 24
Coblenz	Sydney	M. & Co	June 26
Tenyo Maru	San F'cisco	P. M. Co	June 28
Namsang	Calcutta	J. M. & Co	June 29
Korea	San F'cisco	P. M. Co	July 4
Seattle Maru	Japan	O. S. K.	July 5

HONGKONG TIDE TABLE.

From June 18th to 24th, 1910.

		HIGH WATER.		LOW WATER.	
Day of Week	Day of Month	Hongkong Mean Time.	Height	Hongkong Mean Time.	Height.
		h. m.	ft. in.	h. m.	ft. in.
Sat.	18	m 6 47	5 6	1 16 a	1 7
Sun.	19	7 3 m 7 8	4 4 6 0	m 0 32	1 6
Mon.	20	8 9 a m 7 31	4 3 6 4	1 57 a m 1 3	1 1 1 8
Tues.	21	9 8 a m 7 59	4 1 6 8	2 30 a m 2 32	1 6 1 0
Wed.	22	9 50 a m 8 21	4 1 7 0	3 14 a m 3 0	1 0 3 0
Thur	23	10 38 a m 8 56	4 0 7 4	3 51 a m 3 26	0 8 3 0
Fri.	24	11 21 a m 9 29	3 9 7 7	4 29 a m 3 51 5 9 a	0 5 3 0 0 3

m denotes morning.
a ,, afternoon.

Ships Passed The Canal.

13th May—*Armand Behic, Mishima Maru, Miyazaki Maru, Prinz Ludwig, Hyson, Spezia.* 17th May—*Dardanus, Glenstrae, Liberia, Nile, Nippon, Arabia.* 24th May—*Benlarig, Calchas, Cardiganshire, Glamorganshire, Kaisow, Kintuck, Oceanien, Palma, Pelho, Poona, Roon, Somali, Soyo Maru, Teenkai, Wray Castle.* 27th May—*Alcinous, Tonkin, Kaga Maru, Kitano Maru, Polyphemus, Verona.* 31st May—*Bratilla, Glenesk, Goeben, Kouang Si.* 3rd June—*Ambria, C. Ferd Laeisz, Braemar, Deucalion, Machaon, Java, Salazie, Sardinia, Silesia, Soyo Maru, Teucer, Inveric.* 7th June—*Beavorlitch, Ching Wo, Lutzow, Foreric.* 10th June—*Antenor, Atsuta Maru, Bulow, Candia, Ernest Simons, Iyo Maru, Kasenga, Myrmidon.* 14th June—*Carmarthenshire, Scandia, Segovia, Seneca, Alesia, Theseus.* 17th June—*Erroll, Nijni, Nore, Novgorod, Sunda, Telamon.*

Arrivals at Home—10th May—*Saxonia, St. Patrick.* 13th May—*Glaucus, Polynesien, Lyndhurst.* 24th May—*Bencleuch, Benlawers, Miyazaki Maru, Nippon, Prinz Ludwig, St. Patrick, Sambia, Spezia, Yang Tsze.* 27th May—*Dardanus, Flintshire, Indrawadi, Calchas, Oceanien.* 31st May—*Yang Tsze, Glenstrae.* 1st June—*Nile.* 3rd June—*Sikh, Kitano Maru, Liberia, Teenkai.* 7th June—*Glamorganshire, Goeben, Kouang Si, Indravelli.* 10th June—*Salazie.* 14th June—*Teenkai, Deucalion, Teucer.*

CHINA COAST METEOROLOGICAL REGISTER.

June 17th, 1910, a.m.

		Bar.	Th.	Hu.	Wind		Wr.
Vladivostock	7 a.m.	29.80	47	98	ESE	1	f
Nemuro	6 a.m.	30.01	—	—	SE	1	—
Hakodate	,,	29.91	—	—	ESE	2	—
Tokio	,,	29.77	—	—	NNW	1	—
Kochi	,,	29.82	—	—	SW	1	—
Nagasaki	,,	29.84	—	—	W	1	—
Kagoshima	,,	29.84	—	—	NW	1	—
Oshima	,,	29.80	—	—	SW	1	—
Naha	,,	29.93	—	—	S	1	—
Ishigakijima	,,	29.88	—	—	SSW	4	—
Bonin Is.	,,	30.04	—	—	—	0	—
Chefoo	6 a.m.	—	—	—	—	—	—
Weihaiwei	9 a.m.	29.83	65	—	SSW	4	c
Hankow	6 a.m.	—	—	—	—	—	—
Kiukiang		—	—	—	—	—	—
Shanghai	9 a.m.	29.83	73	90	SE	2	om
Gutzlaff	,,	29.84	70	100	SE	3	f
Sharp Peak	,,	29.87	83	—	SW	1	b
Amoy	6 a.m.	29.74	82	83	SE	1	b
Swatow	,,	—	—	—	—	—	—
Taihoku	5 a.m.	29.81	—	—	—	0	—
Taichu	,,	29.87	—	—	—	0	—
Tainan	,,	29.88	—	—	E	2	—
Koshun	,,	29.87	—	—	—	0	—
Pescadores	,,	29.85	—	—	SW	6	—
Canton	9 a.m.	29.87	84	75	SW	1	b
Hongkong	10 a.m	29.90	86	69	SW	2	c
Victoria Peak	,,	—	—	—	SSW	3	—
Gap Rock	,,	29.88	—	—	SW	3	—
Macao	,,	29.91	85	—	S	2	c
Wuchow	9 a.m.	—	—	—	—	—	—
Hoihow	,,	—	—	—	—	—	—
Pakhoi	,,	—	—	—	—	—	—
Phulien	8 a.m.	—	—	—	—	—	—
Tourane	,,	—	—	—	—	—	—
C. St. James	,,	—	—	—	—	—	—
Aparri	6 a.m.	29.88	77	—	SE	2	b
Manila	10 a.m.	29.88	88	65	ESE	0	c
Legaspi	6 a.m.	—	—	—	—	—	—
Bacolod	9 a.m.	—	—	—	NW	1	c
Iloilo	,,	29.87	85	—	NE	1	c
Cebu	,,	29.89	85	—	N	2	c
Labuan	,,	29.89	84	—	—	—	—

June 18th, 1910, a.m.

		Bar.	Th.	Hu.	Wind		Wr.
Vladivostock	7 a.m.	29.82	53	96	ESE	4	f
Nemuro	6 a.m.	30.02	—	—	S	1	—
Hakodate	,,	29.99	—	—	E	1	—
Tokio	,,	29.95	—	—	E	1	—
Kochi	,,	29.93	—	—	W	4	—
Nagasaki	,,	29.91	—	—	SE	1	—
Kagoshima	,,	29.94	—	—	—	0	—
Oshima	,,	29.93	—	—	—	0	—
Naha	,,	29.93	—	—	—	0	—
Ishigakijima	,,	29.91	—	—	S	3	—
Bonin Is.	,,	30.02	—	—	—	0	—
Chefoo	6 a.m.	—	—	—	—	—	—
Weihaiwei	9 a.m.	29.74	68	—	SW	2	o
Hankow	6 a.m.	—	—	—	—	—	—
Kiukiang	,,	—	—	—	—	—	—
Shanghai	9 a.m.	29.71	83	79	S	4	c
Gutzlaff	,,	29.73	76	91	S	5	bm
Sharp Peak	,,	29.82	83	—	S	1	b
Amoy	6 a.m.	29.84	82	79	S	2	b
Swatow	,,	29.80	80	82	—	0	c
Taihoku	5 a.m.	—	—	—	—	—	—
Taichu	,,	—	—	—	—	—	—
Tainan	,,	—	—	—	—	—	—
Koshun	,,	—	—	—	—	—	—
Pescadores	,,	—	—	—	—	—	—
Canton	9 a.m.	—	—	—	—	—	b
Hongkong	10 a.m.	29.90	87	67	S	1	o
Victoria Peak	,,	—	—	—	S	1	—
Gap Rock	,,	29.80	—	—	S	3	—
Macao	,,	29.91	85	—	ESE	1	c
Wuchow	9 a.m.	29.83	82	—	E	1	c
Hoihow	,,	—	—	—	—	—	—
Pakhoi	,,	—	—	—	—	—	—
Phulien	8 a.m.	29.79	82	—	S	7	o
Tourane	,,	29.81	86	—	—	0	c
C. St. James	,,	29.88	81	—	ENE	2	c
Aparri	6 a.m.	29.87	81	—	S	2	b
Manila	10 a.m.	29.88	88	71	NNW	0	b
Legaspi	6 a.m.	—	—	—	—	—	—
Bacolod	9 a.m.	—	—	—	—	0	o
Iloilo	,,	29.89	85	—	E	1	c
Cebu	,,	29.91	84	—	S	1	c
Labuan	,,	29.89	82	—	—	—	—

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED AT
Alacrity	despatch-vessel	700	4	3,000	Commander A. Lowndes	Wei-hai-wei
Astraea	cruiser, 2nd class	4,360	10	7,000	Captain E. B. Kiddle	Shanghai
Bedford	cruiser, 1st class	9,800	14	22,000	Captain Fitzherbert	Wei-hai-wei
Bramble	river gunboat	710	6	900	Lt.-Comdr B. G. Washington	Shanghai
Britomart	river gunboat	710	5	900	Lieut.-Commander E. H. Donovan	Hongkong
Cadmus	sloop	1,070	6	1,400	Commander H. L. P. Heard	Shanghai
Cherub	water tank and tug	390	—	300	Master S. Watt	Hongkong
Clio	sloop	1,070	6	1,400	Commander C. T. Borrett	Shanghai
Fame	torpedo boat destroyer	306	6	5,700	Lieut.-Commander G. B. Hartford	Hongkong
Flora	cruiser, 2nd class	4,360	10	7,000	Captain John Nicholas	Shanghai
Handy	torpedo boat destroyer	275	6	4,000	Lieut.-Commander B. J. Guy, V.C.	Wei-hai-wei
Hart	torpedo boat destroyer	275	6	4,000	Lieut.-Commander H. S. Monroe	Wei-hai-wei
Janus	torpedo boat destroyer	280	6	3,900	Lieut.-Commander G. C. Heathcote	Wei-hai-wei
Kent	cruiser, 1st class	9,800	14	22,000	Captain S. Farquhar	Wei-hai-wei
Kinsha	river gunboat	616	4	1,200	Lieut.-Commander T. J. S. Lyne	Yangtsze
Merlin	surveying ship	1,070	6	1,400	Captain F. C. Learmonth	Borneo
Minotaur*	armoured cruiser 1st class	14,600	14	27,000	Captain Geo. C. Cayley	Wei-hai-wei
Monmouth	cruiser, 1st class	9,800	14	22,000	Captain L. E. Power, M.V.O.	Wei-hai-wei
Moorhen	river gunboat	180	2	670	Lieut.-Commander G. P. Leith	West River
Nightingale	river gunboat	85	2	250	Lieut.-Commander G. H. Woodward	Yangtse
Otter	torpedo boat destroyer	300	6	6,100	Commander H. Stevenson	Wei-hai-wei
Robin	river gunboat	85	2	240	Lieut.-Commander J. White	Hongkong
Sandpiper	river gunboat	85	2	240	Lieut.-Commander E. J. Southby	West River
Snipe	river gunboat	85	2	240	Lieut.-Commander J. M. Barker	Yangtse
Taku	torpedo boat destroyer	257	5	6,000	Gunner W. Barlow	Hongkong
Tamar	receiving ship	4,650	6	—	Commander H. Lyon	Hongkong
Teal	river gunboat	180	2	800	Lieut.-Commander H. R. Godfrey	Yangtse
Thistle	river gunboat	710	6	900	Lieut.-Commander H. T. Attley	Yangtse
Virago	torpedo boat destroyer	355	6	6,300	Lieut.-Commander C. Lloyd-Thomas	Wei-hai-wei
Waterwitch	surveying ship	620	4	450	Lieut.-Commander R. L. Hancock	Singapore
Whiting	torpedo boat destroyer	360	6	5,000	Lieut.-Commander G. B. Hartford	Hongkong
Widgeon	river gunboat	195	2	600	Lieut.-Commander B. R. Brooke	Yangtse
Woodcock	river gunboat	150	2	550	Lieut.-Comdr. M. H. Wilding	Yangtse
Woodlark	river gunboat	150	2	500	Lieut.-Commander C. F. A. Mulock	Yangtse

Flying Flag of Vice-Admiral Sir Alfred L. Winsloe, K.C.B., C.V.O., C.M.G., Commander-in-Chief.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT: RESERVE.	POSITION AS PER LAST REPORT: AT WORKING ACCOUNT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	$125	$.25	£1,500,000 $15,000,000 $250,000	$2,[illegible],018	£2.5/- for half year ending 31.12.09 @ ex 1/9½=$15.11	4¾ %	$945 sa. and b. £89 10/-
National Bank of China, Limited	99,925	7	£6	£4,009 $3[illegible]0,000	$30,552	$2 (London 2/6) for 1909	....	$76 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	$250	$50	$1,560,000 $254,583 $102,799	none	$10 for 1908	6 %	177½ sa. and s.
North China Insurance Company, Limited	10,000	£15	£5	£185,000 Tls. 221,000 Tls. 335,253 Tls. 146,586	Tls. 207,573	Final of 7/6 making 15/- for 1908	5 %	Tls. 110
Union Insurance Society of Canton, Limited	12,400	$250	$100	$5,000,000 £90,000 £1[illegible],248 £105,249 $713,985	$287,984	Final of $20 per share, making in all $50 per share for 1908 and an interim dividend of $30 per share for 1909	6 %	$820 sales
Yangtsze Insurance Association, Limited	12,000	$100	$60	$1,000,000 $394,405 $199,264	$727,637	$12 for 1908 and interim of $3 for 1909	7 %	$195
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	$100	$20	$1,000,000 $550,246 $361,168	$4[illegible]8,406	$6 and bonus $2 for 1908	7 %	$[illegible]14½ buyers
Hongkong Fire Insurance Company, Limited	8,000	$250	$50	$1,460,000	$426,218	$27 for 1908	8 %	$350 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	$25	$25	$57,745	Dr. $3,717	50% for 1906	...	$7½ sellers
Douglas Steamship Company, Limited	20,000	$50	$50	$250,000 $100,189	Nil.	2½ for year ending 30.6.1908	...	$32 sellers
Hongkong, Canton & Macao Steamboat Co., Ld	80,000	$15	$15	$250,000 $617,500 $105,545 $19,100	$20,766	Final of $1½ for account 1910	8 %	$30½ sa. and b.
Indo-China Steam Navigation Co., Ld. (Preferred) Do. Do. (Deferred)	60,000 60,000	£5	£5	£10,000 £240,000	£13,755	6/- for 1907 on Preference shares only @ ex 1/9 11/16=$3.154	...	$66 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£720,000 £100,000	£192,994	3rd in. of 2/- per sh. (coup. No. 12) making in all 4/- for '08 & interim of 1/- for ac. '09	5 %	92/6 sa. and b.
"Star" Ferry Company, Limited	10,000 10,000	$10 $10	$10 $5	$71,850 $62,681	$1,159	A dividend of 7 % A bonus of 5 % for yr. ending 30 .. 1910	4 % 3½ %	$74½ sellers $14 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	$100	$100	$520,000 $83,620	Dr. $8,090	$10 per share for 1909	5½ %	$165 buyers
Luzon Sugar Refining Company, Limited	7,000	$100	$100	none	Dr. $135,893	$3 for 1897	...	$26 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 6[illegible].02	Tls. 10 for year ending 31.8.09	...	Tls. 950 sellers
MINING.								
Chinese Engineering and Mining Company, Ld.	1,000,000	£1	£s. 1	£215,000 £84,390	£1,435	Final of 1/6 making 3/- for 1909	9 %	Tls. 18
Headwaters Mining Company	60,000	Ps. 10	Ps. 10	none	none	First year	...	Ps. 10
Raub Australian Gold Mining Company, Limited	250,000 50,000	£1 £1	18/10 £1	£4 [illegible]/3	none.	5½ per share 13th dividend	5 %	57½
Oriental Consolidated Mining Co., Ltd	500,000	G $10	G $10	none	none	Final of Gold $0.65 for 1909 in all G $1.15	..	41/-
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	$25	$25	$25,275	Dr. $8,460	$1.75 for year ending 31.12.08	...	$10
Hongkong & Kowloon Wharf and Godown Co., Ld.	60,000	$550	$50	$550,000 $31,993 $40,000 $88,442	$264,847	$2½ for 1909	4½ %	$57 sellers
Hongkong and Whampoa Dock Company, Ld.	50,000	$50	$50	$221,000	$132,765	Interim of $1½ for account 1909	...	$54 buyers
Shanghai Dock and Engineering Co., Ld.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 6,261	Interim of Tls. 2½ for 1910	6½ %	Tls. 78
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 697,257 Tls. 50,000 Tls. 125,000	Tls 9,221	Final of Tls. 4 for 1909	7 %	Tls. 118
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ld.	25,000	Tls. 100	Tls. 100	Tls. 35,000	Tls. 4,314	Tls. 6 for year ending 29.2.09	5½ %	Tls. 101 sellers
Central Stores, Limited	50,123	$15	$15	$1,000	$24,041	$1.20 on old and 60 cents on first new issue	8 %	$16 buyers
Hongkong Hotel Company, Limited	12,000 8,000	$50 $50	$50 $25	$6[illegible],975 $10,000	$1,277	$2.60 on old shares and 1.30 on new shares for half year ending 31.12.09	2 %	$107½ $85½ sellers
Hongkong Land Investment and Agency Co., Ld.	50,000	$100	$100	$250,000 226,945	$27,9[illegible]	Interim of 3½ for account 1909	7 %	$101 sellers
Humphreys Estate & Finance Company, Limited	150,000	$10	$10	25,850	$5,471	45 cents for 1909	6 %	$8½ sellers
Kowloon Land and Building Company, Limited	6,000	$50	$30	none	$2(9	$2½ for 1909	8 %	$32 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,525,045 Tls. 30,000	Tls. 63,969	Final of 6 % bonus Tls. 1 for 1909	6½ %	Tls. 110
West Point Building Company, Limited	12,500	$50	$50	none	$1,958	Final of $1.80 for account 1909	8½ %	$40 sellers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ld.	20,000	Tls. 50	Tls. 5	Tls. 250,000 Tls. 40,098	Tls. 10,991	Tls. 11 for year ending 31.10.09	8½ %	Tls. 130½ sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	$10	$1	$20,000	$9,551	50 cents for year ending 31.7.08	8 %	$6 sellers
International Cotton Manufacturing Company, Ld.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 8,372	Tls. 7½ for year ending 30.9.09	12 %	Tls. 62
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	8,000	Tls. 100	Tls. 10	none	Tls. 4,829	Tls. 6 for 1909	7 %	Tls. 74
Say Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 81,172	Tls. 81,173	Tls. 25 for 1909	10 %	Tls. 250
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£1,500	£648	15 % per share for 1908	...	$10 buyers
China-Borneo Company, Limited	60,000	$12	$12	$40,000	Nil.	60 cents for 1909	6 %	$10½ sellers
China Light and Power Company, Limited Do. Do. special shares	50,000 50,000	$10 $1	$10 $1	none	$61,138	60 cents for year ended 28.2.06	...	$1½ sellers
China Provident Loan & Mortgage Company, Ld.	125,000	$10	$10	$100,000 $12,000	$2,602	80 cents for 1909	9 %	$8½ sellers
Dairy Farm Company, Limited	40,000	$7½	$6	$1,000	$1,89[illegible]	$1.20 for year ending 31.7.09	6½ %	$10 buyers
Green Island Cement Company, Limited	400,000	$10	$10	$13,000	$4,290	Final of 40 cents making in all 75 cents per share for 1909	10 %	$7½ sales
H. Price & Company, Limited	12,000	$10	$10	$5,000	$670	14 per cent. viz. $1.40 for 1909	10 %	$14 buyers
Hongkong Electric Company, Limited	60,000	$10	$1[illegible]	none	$11,798	A dividend of $1.20 per share and a bonus of 10 cents	6 %	$19½ sellers
Hongkong Ice Company, Limited	5,000	$25	$25	$150,000	$7,616	Final of $8 for 1909	6 %	$160 sellers
Hongkong Rope Manufacturing Company, Ld.	60,000	$10	$10	$40,000	$9,176	Final of $1 making in all $2 for 1910	9 %	$21 sellers
Maatschappij tot Mijn-, Bosch- en Landbouwexploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500 Tls. 63,924	Tls. 316,682	2nd interim dividend of Tls. 72½ for 1910	4½ %	Tls. 1,430 ex d.
Peak Tramways Company, Limited	25,000	$10	$10	$20,000	$3,014	80 cents on fully paid shares and 8 cents on $1 paid shares for year ending 30.4.10	5½ %	$14½
Peak Tramways Company (new)	50,000	$10	$1	none	Ps. 18,640	None	...	$1½ buyers
Philippine Company, Limited	75,000	$10	$10				...	$10 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 14,810 Tls. 7,000	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	7 %	Tls. 240 sellers
Société des Pulpes et Papeteries du Tonkin	13,200 Benefit shares 1,200	50 Haiphong Nominal	25 Currency ...	none none	none none	First year None	... ...	$35 sellers $8.10 H'kong currency
South China Morning Post, Limited	6,000	$25	$25	none	Dr. $31,096	None	...	$25 buyers
Steam Laundry Company, Limited	20,000	$25	$5	none	$127,86[illegible]	10 % for year ending 31st May 1910	12 %	$5.10
Union Waterboat Company, Limited	50,000	$10	$10	$11,956	none	60 cents for year ending 31.12.08	8 %	$8 sellers
United Asbestos Oriental Agency, Limited	10,000	$10	$5	$46,000	$342	60 cents per ord. share for year ending 31.5.09	5 %	$1[illegible] sellers
Watkins Limited	10,000	$10	$10	none	$1,941	25 cents for 1909	...	$3 sellers ex div.
Watson (A.S.) & Co., Limited	30,000	$10	$1[illegible]	$300,000 25,000	$2,613	None	...	$6½ buyers
William Powell, Limited	15,000	$7	$7	none	$782	None	...	$3 sellers

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